

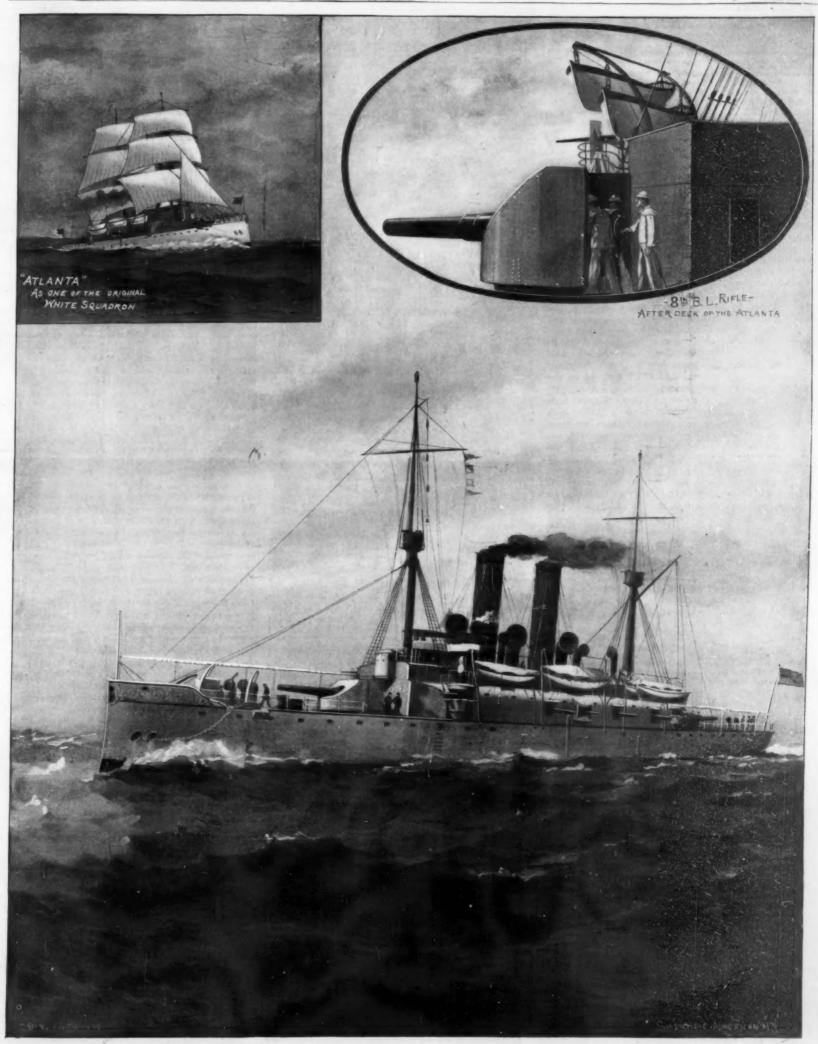
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A WEEKLY JOURNAL OF PRACTICAL INFORMATION, ART, SCIENCE, MECHANICS, CHEMISTRY, AND MANUFACTURES.

Vol. LXXXI.-No. 27.

NEW YORK, DECEMBER 30, 1899.

\$3.00 A YEAR.



Displacement, 3,000 tons. Speed (estimated), 17-5 to 18 knots. Maximum Coal Capacity, 570 tons. Complement, 398. Armor, 1/4-inch protective deck amidships for one third of length. Armament, two 8-inch B. L. rifles, six 6-inch rapid-fire gaus, one 3-inch field gan, six 6-pounder rapid-fire gans, four 1-pounder automatic gans, two Colt machine gans. Date: Launched, 1894; reconstructed, 1894.

THE RECONSTRUCTED CRUISER "ATLANTA."—[See page 424.]

ESTABLISHED 1845

MUNN & CO., - . - EDITORS AND PROPRIETORS.

PUBLISHED WEEKLY AT

No. 361 BROADWAY, . . NEW YORK.

TERMS TO SUBSCRIBERS

Scientific American (Established 186). \$3.00 a year. Scientific American Supplement (Established 1870). 5.00 a year. Scientific American Supplement (Established 1870). 5.00 a Scientific American Export Edition (Established 1870). 2.00 a Scientific American Export Edition (Established 1870). The combined subscription rates and rates to foreign countries will

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NEW YORK, SATURDAY, DECEMBER 30, 1899.

OUR EXPORTS AND THE TRADEMARK.

The most significant and prophetic fact in the history of commerce at the close of the nineteenth century is the phenomenal increase of the export trade of the United States, Measured by the rate of growth of the exports of other countries, it has no parallel. Time was (and that but a few years ago) when we depended almost entirely upon European factories for certain lines of merchandise, which to-day we not only make for ourselves, but sell abroad in large and everincreasing quantities. It is unnecessary to repeat the statistics of our success; its reality, and its recognition by the nations of the Old World, are proved by the use of the term "American invasion," which originated in Europe and has been voluntarily accepted as best expressing, from a foreign point of view, the gravity of the commercial situation.

Although the success of this "invasion" is due primarily to the low cost of our manufactures, and this, in turn, to improved machinery and methods, our goods are forcing their way into European markets largely an account of certain national characteristics in the way of convenience, handiness, lightness, neat appearance and all-round simplicity. These characteristics are summed up in the European mind under the term "American;" and the purchaser over there has come to recognize the fact that whether the subject of his purchase be a carpet-sweeper or a machine-tool, the fact that it is "American" guarantees its possession of certain qualities that are dear to the heart of the user.

What is true of the national is true of the individual export, and it is evident that if we are to reap the full benefits of a reputation so distinctive and valuable, an effort should be made to protect this reputation against every form of fraudulent imitation. That the successful inroads of American trade will lead to strenuous efforts at imitation goes without saying, and unless our commercial houses make haste to protect their goods by registering trademarks in those countries in which they are establishing a market, they will find that these very trademarks have been already appropriated as a defensive measure by their foreign competitors.

It is a fact, too little understood and appreciated by our commercial houses, that in many foreign countries the exclusive right to use a trademark is granted to anyone who may apply for it, irrespective of the question as to whether he is the first user. Thus, if a United States firm is making large sales, say of an Anchor brand of flour, in Germany, there is nothing to prevent a German citizen from registering that very trademark for flour, and using it on his own barrels, to the exclusion of the actual American product under that particular mark.

In urging our manufacturers to secure trademark protection at a time when they are so successfully establishing themselves abroad, we would speak a word of caution against the practice of registering trademarks in the name of a foreign agent. While this is done to simplify matters in bringing suit against infringers, it is liable to place the manufacturer in a difficult position in case of disagreement with the agent, who, holding the trademark in his own name, is legally entitled to the use of it should he be disposed to open in business on his own account. Although this is an extreme case, and probably would not often occur, we mention it as one among several reasons which render it advisable for a manufacturer to secure the important trademark privileges in his own name.

MASONRY AND TIMBER DRY DOCKS.

If we are quick to learn the lessons of the past, there will be no more timber dry docks built in this country, at least for the uses of the navy. Between a masonry and a timber structure the advantages urged in favor of the latter are, or rather have been, rapidity of construction and small first cost. To these considerations alone is due the fact that so many of these objectionable structures are to be found in our navy yards. The objections to the timber dry dock are many and serious,

and do not diminish with the lapse of time. On the other hand, the advantages are by no means so great to-day as they were forty or fifty years ago. Up to a recent date it has been customary for the advocates of timber structures to quote the cost of the stone docks at Mare Island and New York, in contrast with the relatively low cost of timber docks. Those two docks cost respectively \$2,000,000 and \$2,750,000, whereas timber docks have been built for about \$600,000. As a matter of fact, however, the New York and Mare Island docks were built by the government by day labor, and we all know that work of this kind has never been conspicuous for its economy. The contracts for the two new stone docks to be built at Boston and Portsmouth were let at \$1,013,400 and \$1,089,000, respectively, although these will be larger and more important structures. The reduction of the cost as compared with the older structures is over 50 per cent. At the same time it must be remembered that the contract price for two new timber docks to be built at League Island and Mare Island was respectively \$729,000 and \$782,600; from which comparison we see that all the advantages of a masonry structure may be gained at an increase in cost of from 25 per cent to 30 per cent. The question arises as to whether this increased cost is not completely offset by the greater durability of the masonry structure. Experience proves beyond all question that it is; for the history of timber docks in the navy has been a history of failure. Not only have they been a source of constant anxiety to the officials in charge, but they have been frightfully ex travagant in the cost of repairs and renewals. Moreover, on more than one occasion the failure of the wooden docks has brought the ships of the navy with-

The chief drawbacks to the timber structure are that it is liable to rapid and hidden decay, and that seepage of water from the outside channel, or the existence of concealed springs at the back of the dock, may at any time wreck it by bursting in the sides. A notable instance of this was the failure of the two timber dry docks at the New York navy yard, Brooklyn. The big dock, known as No. 8, commenced to leak immediately after it was completed, and repairs were necessitated which lasted for eighteen months and involved an expenditure of \$170 000. The timber dry dock No. 2 of the same navy yard was wrecked during a heavy rain storm in July last, when the hydrostatic pressure due to accumulation of water behind the altars was sufficient to burst in the side of dock. In this case a structure which originally cost \$500,000 has so completely failed within nine years of the date of compleion as to necessitate the expenditure of 60 per cent of its first cost to put it again in a serviceable condi-The timber dock completed at League Island, Philadelphia, in 1891, is already so far decayed that shores of timber have had to be placed at certain points which showed signs of weakness, to prevent collapse, and when the dock was uncovered for repairs, it was found that the tops of the piles were in some places entirely rotted away. The timber dry dock at Port Royal station, which was finished just before the Spanish war, is reported by Admiral Endicott as having experienced a series of accidents in the way of failure of portions of the structure, and, indeed, it is in such a perilous condition that \$500,000 is recommended by the Admiral for its immediate rebuilding.

in measurable distance of disaster.

In view of these facts we trust that Congress will disregard the solicitations of the interested parties who may desire to see timber dry dock construction continued in the navy, and that they will heartily support the recommendation of Admiral Endicott, the Chief of the Bureau of Yards and Docks, that stone be substituted for timber in constructing the two docks which are about to be started at the League Island and Mare Island yards. The subsequent repairs to timber docks, as we have seen, bring the ultimate cost far beyond that of a reliable and durable stone structure, and on the question of facility of erection it is enough to say that the contractors for the new masonry docks at League Island and Mare Island undertake to build them in the same time that is allowed for the construction of the two timber docks at those

REMARKABLE FRENCH RAILWAY EXPRESS SERVICE.

In the last issue of the SCIENTIFIC AMERICAN we gave a somewhat elaborate comparison of the great railway systems of the world, based on the length of the track and the magnitude of the equipment and freight and passenger traffic. In this comparison we took no account of speed, which, of course, as a modifying factor should exert a powerful influence in determining the question of relative excellence. The French railroad system, which in point of size and importance ranks about fourth among those of the world, stands easily at the head of the list in respect of the number and speed of its express passenger trains. A recent tabulation of these trains shows that Le Chemin de Fer du Nord operates no less than fortyfive trains a day with an average running speed, including stops, of from fifty to sixty miles an hour. Of

these, eleven have a speed of fifty miles an hour, nine of about fifty-one miles an hour, eleven about fifty-two miles an hour, three of about fifty-three miles an hour. ten of from fifty-four to fifty-seven miles an hour, and one train has a timed running speed of sixty and a half miles an hour. It will be evident to anyone who is acquainted with the subject of high speed travel that these are extraordinary results; and while this country and Great Britain have a few trains of from fifty to fifty-four miles an hour speed, and the United States runs two summer trains at rate of about sixty miles an hour, such speeds are not characteristic of the whole of the express service. Mr. Charles Rous-Marten, who is the best known expert abroad on the question of express trains and their performance, states from personal knowledge that the trains are not by any means mere racing outfits, but weigh from 150 to, in some cases, as high as 300 tons. The hauling is done by a new type of four-cylinder compound engine, designed by Messrs. De Glehn and Bousquet. We hope to illustrate these engines at an early date, and at the same time give some further data concerning the grades, consumption of fuel, and other particulars showing the true merit of the performance. As compared with the speed of the average express trains of this country, these results are certainly a great advance. Of course, it would be possible for us to run trains at the same speed and in the same number, but it would necessitate one of two things-either we should have to build engines of even greater power than the powerful types which we have at work (which is scarcely possible), or else it would be necessary to split the trains in two, using two engines where we now use one, which is practically the method adopted on the Continental roads.

THE POSSIBILITIES OF DEEP MINING IN THE TRANSVAAL.

In a paper recently read before the South African Association of Engineers by Mr. John Yates, who has been for many years identified as an engineer with mining on the Rand, the possibilities were discussed of mining of much deeper levels than any that have been hitherto reached. It seems that at present there are what are known as the outcrop mines and the first and second deep levels, while work has been commenced on other shafts which are expected to reach gold-bearing veins at a depth of from 4,000 to 5,000 feet. Mr. Yates is of the opinion that in the future, when it comes to mining at lower depths than 5,000 feet, the best method would be to run from the lowest existing levels down to the underlying reefs by means of inclines, rather than by sinking vertical shafts. It is assumed by the writer that the limit of depth at which mining operations can be carried on will be 12,000 feet, and he bases this estimate upon the fact that the increase of temperature, which in the Raud mines is at the rate of 1° for every 205 feet, would bring the temperature at a 12,000-foot level up to 100° F. or more; at which it is considered that miners would be unable to perform effective work.

This rate of increase of temperature is estimated from observations taken in various bore holes which have been put down in the Rand mines, and the maximum temperature for the greater depth is based on the assumption that the increase would be in a steady ratio. In commenting upon Mr. Yates' paper, The Mining and Engineering Journal draws attention to the fact that this rate of increase is much greater than that which is experienced in our deep Michigan copper mines, and raises the question whether sufficient allowance has been made for the lowering of the temperature which would follow the opening of the workings and would undoubtedly be produced by proper ventilation of the lower levels. We think that the exception is certainly well taken, for it would be possible with our modern improved machinery for ventilation to carry to these lower levels sufficient cool air to very materially modify their temperature, although we think the sugestion offered that liquid air could be used to advantage is based upon an over-sanguine estimate of the practical value of this means of refrigeration. There is a general consensus of opinion among geologists and mining engineers as to the extent and richness of the "banket" beds of the Witwatersrand, and unless they are mistaken, the opening up of the lower beds, even at depths of from 12,000 to 15,000 feet, would be a profitable undertaking in spite of the enormous amount of capital that would be sunk in reaching them. It is estimated, however, that these lower workings must be richer than they have yet proved to be, if they are to justify the enormous amount of capital which would be involved in sinking to such great depths.

RECOVERY OF SUBMERGED LAND IN HOLLAND. The unconquerable persistence of the Dutch race is very much in the public eye just now. Alike in peace and war the inhabitants of the Netherlands have shown their ability to pursue a project with that tireless patience which, other things being equal, is certain to bring success. The struggle between the people of the Netherlands and the encroachments of the waters of the Zuyder Zee is a thrilling story, and the fight evidently

Scientific American.

is not over yet. The land that has been recovered has been held, and now a further and determined effort is being made to recover the submerged territory, which hundreds of years ago was included within the coast line of the Netherlands. The present attempt does not contemplate the recovery of the whole of the Zuyder Zee, but if the plans do not miscarry, it is certain that nearly 800 square miles of land will be reclaimed within the next third of a century at an estimated expenditure of \$48,000,000.

The scheme contemplates the construction of a huge dike across the Zuyder Zee, the location of which will be determined by the favorable conjunction of shallow water and adjacent islands. Nine years out of the thirty-three which is the estimated time for the construction of the whole scheme will be occupied merely in the construction of this dike, whose total estimated cost will be \$17.000.000. When the dike is completed, the herculean task of pumping dry the huge lake thus formed will commence, and considerations of economy will lead to its being carried on by means of the typical Dutch windmills which form such a picturesque feature of a Holland landscape. Although the work of drainage is to extend over a quarter of a century, the returns on the enormous expenditure of the capital will commence simultaneously with the pumping, and as it is estimated that the drained land, on account of its extreme richness, will have a market price of \$300 an acre, it can be seen that this great undertaking is likely to become a paying investment long before it is finally completed.

AMERICAN APPLES AT HOME AND ABROAD.

Since the West and Northwest entered extensively into apple-growing, the so-called "off years" in this crop no longer affect the markets as they did fifteen and twenty years ago. One season of great scarcity then, with extremely high prices, would often be followed by a year of superabundance, when the markets would be glutted with apples, which were difficult to dispose of at any price. The thousands of acres of apple orchards in the great West prevent an old-tashioned famine in apples, and the improved methods of exporting the fruit, and the numerous factories which make cheap jellies and preserves, tend to distribute the abundant crops so well that unprofitable prices do not rule in the markets in good seasons.

The present harvesting season of the apples is now in progress, and the official reports indicate an "offseason," which ten years ago would mean an apple scarcity this winter that would make the fruit an expensive article of diet. But prices will advance only a trifle over those of last season. The factories will consume fewer marketable apples, and depend more upon the apple waste, such as cores and peelings, for their supply. These jelly factories in good seasons buy apples on the trees, but in years like the present they can make their apple sirup-jelly from the waste of the canning factories. There are some 130 factories in the country engaged in canning this fruit and making cheap jellies and sirups. In the aggregate they have an annual capacity of over 200,000,000 jars of jelly alone. The jellies made from the apple waste are almost as good and wholesome as those manufactured from the whole apples. The cores and peelings, and small, inferior apples are ground up and the juice extracted from them. This juice or sirup becomes the foundation of the cheap jellies, and not chemical compounds as some suppose.

The West has become such an important factor in the apple problem that it is estimated that these comparatively new orchards could supply all the apparent needs of the markets if half the trees in the country failed to produce anything. At first the sudden flood of this fruit from Kansas, Missouri, Nebraska, Michigan, and other Western States completely demoralized the Eastern markets, reaching a climax in 1896, when apples in New England were offered on the trees at 15 cents a barrel and hand-picked Baldwins delivered on the cars at 40 cents a barrel. The orchards in the West were planted in 30, 50, and 100 acres, and in order to prevent growers from going into bankruptcy a great flood of the apples was rushed to Europe. The exports of our apples have consequently grown to phenomenal proportions, and without this demand the crop would prove a financial failure every season.

Liverpool is by far the greatest distributing point for American apples, and as high as 100,000 barrels of our apples have been sold there in one week, and at remunerative prices. London, Glasgow and Hull also receive immense cargoes of American apple absorb on an average from 20,000 to 30,000 barrels a week during the season. The apples are sold in Liverpool by the auction system. A large room is provided for the buyers and the auctioneer. In the center of this room there is a portable platform or a freight elevator, where samples of the lots to be disposed of are exhibited. An auctioneer who has a line to dispose of has forty minutes at his disposal, and if his goods are not all sold in that time he must temporarily stand aside to make room for another salesman. Monday, Wednesday, and Friday are the auction days,

and a single auctioneer may dispose of 10,000 to 15,000 The apples are catalogued, and barrels in a day. those brands which have a reputation for honesty and good packing frequently sell without sampling. One barrel from every lot of twenty is opened on the portable platform and the contents dumped into baskets, and another barrel is simply opened on the face end from an examination of these two samples the buyer judges the lot of twenty, and makes his purchase acordingly. Only tight barrels are delivered to him; slack" barrels, where the apples rattle, are rejected. These latter sell separately, and usually from 50 to 75 cents a barrel less. When a purchaser's bid is accepted he can take his twenty barrels, or as many more of the same brand as he desires, at the same price. The apples are delivered to the purchaser direct from the steamer's dock, which saves the cost of double cartage.

Ocean rates for apples of course vary, but they usually run from 40 to 65 cents per barrel. The charges in Liverpool for dockage, insurance, advertising, sampling, town dues, and for labor of handling, amount to about seven pence English money, and the auctioneer's commission for selling is 5 per cent. The cost of getting the apples to the steamer on this side varies likewise according to the distance they have to be shipped. Picking apples in the East costs from 12 to 20 cents per barrel, according to the skill of the pickers and the amount of apples to handle. Special pickers have in recent years entered the field to contract for whole orchards, and they do the work so much better that the loss to the farmer is greatly reduced. Carelessly picked and packed apples usually yield little profit to the producers. New apple barrels cost about 17 cents, which must be added to the cost of harvesting; and sorting, heading and getting to railroad shipping points, about 8 cents more. Thus a barrel of apples costs the farmer from 40 to 46 cents before the transportation charges to the city are made. These latter cannot be estimated, on account of the differences in the distance from the markets. The cost of delivering a barrel of apples from a town in Kansas to New York is very much higher than the Hudson River growers have to pay when they send their fruit down by boat.

Our yellow Newtown or Newtown Pippin is probably the greatest favorite in England, and it often sells for two or three times as much as any other apple. This variety was introduced in London by Benjamin Franklin in 1758, and has been a prime favorite ever Next to this the red varieties are chiefly in demand. The Baldwin is a good apple for export, for its high color pleases the English, and it has good shipping qualities. More apples of the Ben Davis variety are grown to-day than any other, because in the West it does better than almost any other type of this fruit. It is a good keeper and shipper, and sells faily well abroad. In the East this variety does not do as well as in the West. The Rhode Island Greening, Northern Spy, and Winesap are other great favorites at home and abroad, and they are raised in large quantities in this country and Canada. G. E. W.

THE TRUE INVENTOR OF THE TELEGRAPH. BY HEILEMAN WILSON. At the close of this century, when the seeming per-

fection of the wireless telegraph excites the wonder and admiration of the world, it is interesting to look back and note the first steps toward telegraphy, and also to learn of the first true inventor of the electric telegraph. In rude forms, even among the most savage nations, there has always existed some system of communicating intelligence by signals, which during the daylight might be of almost any type, though at night luminous ones of necessity had to be used; but neither of these signals was visible in fogs, and so for days there could be no communication at all. This interruption happened most notably at the time of the battle of Waterloo, in consequence of a fog com-

so for days there could be no communication at all. This interruption happened most notably at the time of the battle of Waterloo, in consequence of a fog coming on during the transmission of a message from the seat of war to the admiral commanding at Plymouth. The words which reached the admiral were: "Wellington defeated;" this much of the message reached the admiral in the morning, and was the cause of great anxiety until a clear afternoon revealed the cheering words, "the enemy."

The electric telegraph, like everything else of permanent value, has been a growth, and the first step toward it was made something over a hundred and fifty years ago, in both France and England, when an electric shock was made to successfully pass through an iron wire a distance of six thousand feet in less than a quarter of a second; this was the French experiment. In England it was attempted on an even greater scale, for not only was the electric current transmitted a distance of two miles, but it was proved beyond the possibility of doubt that electricity passed instantaneously. The philosophers who made the discovery seem to have been satisfied with the result attained, for they attempted no application of the valuable fact, and it was reserved for a Scotchman living at Renfrew to suggest that messages might be sent by electricity along wires passing from one place to another. This-as it was then considered-remarkable idea was submitted in the form of an article to The Scots Magazine, Glasgow, 1758. The article bore the initials "C. M.," and this is the only name we shall ever have for the first inventor of the electric telegraph.

The plan of "C. M." was to have a set of wires, equal in number to the letters of the alphabet, stretched horizontally and parallel between two given points, and each of them about an inch from the one next to it. At the end of every twenty yards the wires were to be fixed on glass to some firm body to prevent them from touching the earth and also from breaking by their own weight. The battery-or the electric gun barrel as it was then called-was to be placed at right angles with the ends of the wires and about an inch below them. It was now necessary to contrive some scheme for forwarding messages, and for this purpose the plan of "C. M." was to suspend a ball from every wire, and about the sixth of an inch below the balls were to be placed bits of paper, each in its order bearing a letter of the alphabet. These bits of paper, or some other light substance that would be easily attracted, were to rise to the electric balls, and were so contrived as to resume their proper place when dropped.

All this being done, "C. M." proposed to converse with his distant friend in this manner: Having set the electrical machine going, let it be supposed he wished to open the conversation with the word when: then with a piece of glass or some other non-conducting substance, he would strike the wire, W, so as to bring it into contact with the battery, then strike the remaining letters of the word in the same way; almost instantly the correspondent at the other end of the line would observe the several letters rise in order to the electrifled balls at his end of the wires; as each letter rose, it was to be written down on a piece of paper. But in the event this method should prove tiresome, "C. M." suggested that instead of the balls, a set of bells equal in number to the characters of the alphabet and decreasing in size from the bell, A, to the bell, Z, might be suspended from the roof, and from the horizontal wires there was to be another set of wires reaching to the several bells. Then the man who began the conversation was to bring the wire in contact with the battery, and the electrical spark, working on bells of different size, would inform the correspondent by the sound what bells, or wires, had been touched. Of course, to understand the language of these chimes, without writing down each letter, required some prac-

In all his plans it was evident that "C. M." had not heard of the experiments and discoveries in the transmission of electricity in England, for he seemed to fear that the force of the electric current would diminish, as, so far as he appears to have known, it had never passed further than thirty or forty yards, or at all events it might be drained off by the surrounding air. To prevent this last interference he invented a scheme of insulation, which was simply to cover each wire with jeweler's cement.

Here then we have an electric telegraph nearly a hundred and fifty years old, and although exceedingly crude when compared with the many improvements of the present day, yet, since it could swiftly and accurately convey intelligence, it must be admitted that "C. M." was the true inventor of the electric telegraph, and that every step made since that time, however wise and valuable, can be viewed in no other light than an improvement on the idea of an unknown man. It is singular that the ingenious inventor should not have found some way of diminishing the number of wires; but he does not seem to have had any idea that his invention would be adopted, and so he probably contented himself with a general view of the principle.

VOLTA'S VISIT TO PARIS.

M. Mascart, who was one of the delegates sent by France to the Volta Centenary at Como, delivered an address on that occasion which is of interest as recording the visit made to Paris by Volta in the early part of the century. The proceedings of the Academie des Sciences for the year 1802 show that Volta repeated his experiments before the physical section of that body and was awarded a gold medal in consequence. It was after these experiments, which naturally excited great interest among the scientists of the time, that the Academy, upon the suggestion of Napoleon, founded an annual prize of 3,000 francs to be awarded for electrical researches. Besides this, Napoleon, at that time First Consul, had the sum of 6,000 francs awarded to the savant. Some time after, he wrote from Italy to the Minister of the Interior, saying, "I wish to make an award of 60,000 francs to any person who by his experiments or discoveries will make a step in the electrical science comparable to those made by Franklin and Volta." Subsequent history shows that the Academy prize of 8,000 francs was awarded to Sir Humphry Davy, Gay-Lussac and two others. The prize founded by Napoleon was not given under the first empire. Napoleon III. re-established it, and the republic continued the tradition. Under the name of the Volta prize it was awarded to Ruhmkorff, Graham Bell and Gramme.

AN AUTOMATIC PUMP GOVERNOR AND RECEIVER.

In the steam-heating system of a building an automatic device should be provided, which receives the water of condensation from the radiator coils and pipes, controls the pumps, obviates the objectionable "hammering" of the pipes, and returns the water of condensation to the boiler while still hot. A device of this nature is made by the Creamer Steam Specialties Company, Jansen Hasbrouck, proprietor, of 126 Liberty Street, Manhattan, New York city.

The apparatus, as our sectional view indicates, comprises a receptacle (into which all water from coils, etc., drains) containing an open metal bucket, B, and a weight, W, twenty times heavier than the bucket, both hung from the ends of a lever fulcrumed at its middle. A second lever is fulcrumed at the weight end of the first lever and is connected with the vertical stem of the steam valve. As the water of condensation flows into the receptacle and into the bucket through the return pipes, the weight descends, pulling down the corresponding end of the lever, thereby opening the steam valve and automatically starting the pump. When the water within the receptacle has been pumped out, the distribution of weight is reversed, the filled bucket now being twenty times heavier than the weight; hence, the weight is raised, the steam valve closed, and the pump stopped. As the water again accumulates in the receptacle the bucket is buoyed up, and the operation begins anew.

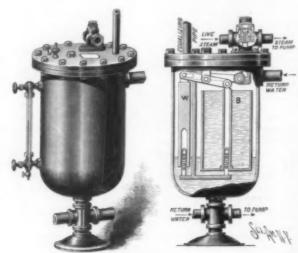
The apparatus is now in use in many large office buildings and institutions, in connection with pumps of all kinds. In old and new buildings it will completely obviate all those objectionable noises in steam pipes which are occasioned by the collection of the water of condensation. The returning of this water of condensation in its heated condition to the boiler is another of the advantages incident to the use of the device.

QUICKSILVEE FOUNTAIN AT EARL'S COURT, LONDON.

Mr. Charles Bright, F.R.S.E., the well-known English electrical engineer, has recently devised a complete novelty in fountains for the Queensland government's show at the Earl's Court Exhibition, in which it now forms the main center of attraction. Its raison d'être comes about owing to Queensland being anxious to attract attention to mercury as an important product of that country, and here Mr. Bright, judging from the crowd which daily gathers round the fountain, seems to have given them an apparatus more likely than any to produce this effect. When it is remembered that mercury has a weight nearly fourteen times that of water, it will be seen that the problem was no

easy one. In order to describe this invention in anything like detail we must first refer our readers to the accompanying drawing.

The mercury falls from an upper bowl about 4 feet in diameter to one some 7 feet below, and about 7½ feet in diameter. This entire device is coated with black paint to show off the silver. The price of mercury runs at about 2/6 per pound as often as not—and, as we know, a pound of mercury does not go very far in bulk; thus one of the main considerations in view was to employ as small a quantity as possible, and any-



AN AUTOMATIC PUMP GOVERNOR AND RECEIVER.

thing like an imposing Niagara Falls of the liquid metal was soon ruled out of court. Thus, the upper basin is filled up with cement by way of converting it into a flat table with some sixty-four grooved channels at 2-inch intervals round the lip to conduct the quicksilver in modest quantities over the edge.

Similarly things are so regulated that there is just enough mercury in the lower bowl to float a number of household flatirons and chunks of rock; and it is here that the man in the street is impressed with the fact that it is mercury and not water that is sent through the foun-

tain.
The lower basin is drained off by a drain pipe 80 feet in length and 1½ inches in diameter, which conveys the

quicksilver to a tank conveniently placed, and, of course, at a slightly lower level. This tank acts as the means of supply to an elevator for furnishing the required head of the liquid mercury. The elevator is constituted by a number of small, stoutly built steel cups (3½ by 2½), attached at intervals to an endless bicycle chain which is kept running through the store tank. As each freely suspended cup approaches the lower tank a tilting system enables it to pick up its cup full of mercury. The loaded cups are from here led up to a reservoir tank at a height of 14 feet above

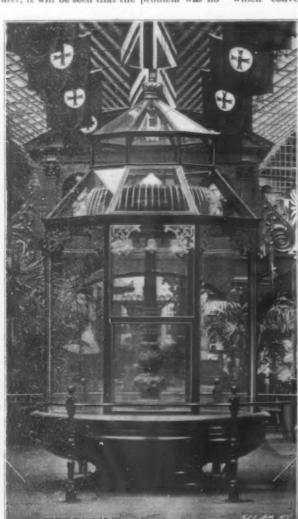
the other, where each in turn empties its contents. From this reservoir the quicksilver is carried through a pipe some 100 feet in length and 1 inch in diameter back to the upper bowl of the fountain. On its way, however, the mercury is run through a fine wire gauze filter which frees the running mercury from the impurities which superficially collect from the atmosphere.

The 2½ tons of mercury employed for this striking apparatus represents alone some \$2,970 in value.

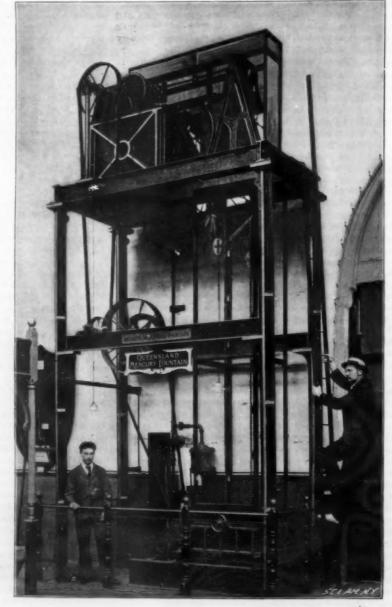
Each of the tanks has about 2 cubic feet of mercury in it. The number of elevator buckets is twenty-eight, placed at 20-inch intervals along the chain; and as each holds some 10 cubic inches (5 pounds), the supply of mercury is worked at a rate of over 7 tons per hour. Both the delivery and return pipes are lined with glass (mainly to reduce friction to a minimum), and the head of mercury in the reservoir tank is equivalent to 6 feet above the height of the top basin. The elevator is most satisfactorily worked by a 2 horse power electric motor of the new Langdon-Davies (alternating current) pattern.

Both the fountain itself and the machinery to work it are lighted by electricity, and the effect at night of the spray of mercury falling, with the light glistening between, is truly entrancing. The only gold medal of this show has been awarded to Mr. Bright for this highly ingenious and novel invention.

Paper may be rendered fireproof for making flashlight reflectors or for other purposes by moistening with the following solution: Ammonium sulphate, 8 parts; boric acid, 3 parts; borax, 2 parts; water, 100 parts; sodium tungstate can also be used, and a solution of common alum is often efficacious, but it tends to loosen and disintegrate the paper.







ELEVATOR AND TANKS FOR OPERATING QUICKSILVER FOUNTAIN.

DECEMBER 30, 1899.

Our Growing Trade in China.

American products seem to be gaining favor more rapidly in China than those of any other nation. The report of the Inspector-General of Customs of China for the year 1898, just received by the Treasury Bureau of Statistics, shows an increase of nearly 49 per cent in imports into China from the United States, while the increase in total imports is less than 5 per cent. Our imports into China in 1898 were 17,163,312 Haikwan taels, an increase of 4,723,010 taels over 1897, while those from Great Britain, our most active rival in Oriental trade, fell from 40,015,587 taels in 1897 to 34,-962,474 taels in 1898, and from the Continent of Europe the 1898 imports also showed a reduction of nearly 1,000,000 taels. The imports through Hongkong are largely of European origin and amounted in 1898 to 97,214,017 taels, against 90,125,887 taels in 1897. Even if all the imports into China from Hongkong and Macao are of European origin, combining them with those from Great Britain and the Continent of Europe, they show a gain in European products imported into China in 1898 of less than 1 per cent, while those from the United States, as already indicated, show a gain



Fig. 4.-A BICYCLE BUILT FOR A HEAVYWEIGHT.

of nearly 40 per cent. The value of the Haikwan tael, according to the latest estimate of the Director of the United States Mint, is 71 8 cents.

Our principal exports to China are cotton goods, kerosene oil, flour, provisions, railway material and engines, manufactures of iron and steel, manufactures of wood, and manufactured tobacco. The Chinese customs service, as is well known, has been for many years ad-

ministered by Englishmen selected for that service by the Chinese government because of their familiarity with customs laws and commercial methods throughout the world. Their reports relating to the commerce of the year 1898, comparing it with that of previous years, contain many interesting statements showing the gains which American products are making in the import trade of the empire.

The Statistical Secretary, Mr. F. E. Taylor, in his general report on the Commerce of China for 1898, says: "The value of the trade in cotton piece goods has remained practically stationary for three years, but there are certain movements in the trade which deserve attention. Dutch goods are rapidly losing ground; Dutch sheetings have disappeared; they cannot keep pace in price or quality with those of the United States. Manchester can no longer compete with the United States in the exportation of drills, jeans, and sheetings, owing to the lower prices at which the latter country can land this class of goods in China. White and refined sugar and American flour are being bought more freely, which, as indicat-

Scientific American.

ing increased ability to purchase luxuries, may be taken as a sign of prosperity."

Customs Commissioner Huges, of Kiukiang, speaking of the progress of the kerosene oil trade, says: "The American oil still maintains its supremacy, and judging by our figures of the last two years, seems to be leaving

its Russian rival farther and farther in the background." Customs Commissioner Moorehouse, of Amoy, writes: "Imports of American flour increased considerably, 98,898 piculs (1931/4 pounds) being consumed, as compared with 52,089 in 1897. American flour can be laid down at a less cost than flour ground locally from native wheat." Customs Commissioner Walter Lay, of Newchwang, writes: "Both American drills and American sheetings have come into great favor here, the demand for them having become quite phenomenal." Customs Commissioner Hippisley, of Tientsin, "The imports show a net value of 32.600,000 taels, or 2.400,000 taels over that of 1897. Cotton piece goods advanced from 14,-750,000 to 16,000,000 taels, all of which is prac-

tically due to increased receipts of American makes, which now represent about one-half of this branch of the trade."

All of which clearly indicates to American manufacturers and exporters the truth of the maxim that "nothing succeeds like success." The success of the American navy in Pacific waters last year is doubtless largely responsible for bringing our national being more emphatically before the halfwakened buyers of the Orient. Now, while we are on an upward wave, is the time for those having goods suited to that trade to bring them into active competition with those of Europe. And it should ever be remembered that China does not yet know what she wants, simply because she does not know what exists. There are countless articles of our production that will there find an enormous market if their utilities are once explained to them, of which the Chinaman is to day in absolute ignorance of even the need for.

An Ancient Barrel Organ Unearthed.

Barrel organs were formerly quite frequent in English churches, and one has recently been unearthed in a church near Rochester, England. It has six stops and six barrels and is capable of grinding out sixty tunes in all. Among them are such archaic specimens as "Job," "Old 11th." The organ was operated by the sexton.

A Novel Apparatus for Teaching Geology.

Strange to say, there are few pieces of apparatus which can be obtained in the world to-day which will assist in teaching geology. One of the most interesting we have seen was designed by Professor G. A. Lebour, of Durham College of Science, Newcastle-on-Tyne, and which was published in Nature. The machine is for making folds of rock, and as may be readily understood, a large number of fold forms of rocks can be reproduced, and their consequences, such as thrusts, faults, etc., can be demonstrated.

It consists of two parallel wooden rollers about 3 feet apart and 4 inches in diameter. A shaft at right angles turns the two rollers in opposite directions by means of toothed bevel wheels, the shaft itself being driven by a worm-wheel and worm. One turn of the handle causes only $\frac{1}{45}$ of the turn of the shaft and roll-

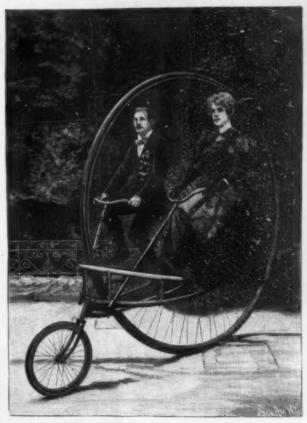


Fig. 3.-A BICYCLE BUILT FOR TWO.

ers, so that a very slow motion can be imparted to the latter. A sheet of India rubber is firmly attached by a slot and screwed to each roller. This completes the arrangement, the rollers being wound through about one entire revolution and the India rubber being thus stretched, and layers of cloth, clay, paste, or other material are laid upon it. The handle is then turned in the reverse direction and the India rubber is gradually released. Folds are in this way shown slowly growing, the broad elastic band simulating the contraction of a portion of the earth's course and producing various geological forms. Various weights may be applied and different effects can be obtained, thus giving an idea of the results which have actually been produced in nature under great pressure, that is to say, at great depths.

GROTESQUE FORMS OF CYCLES.

We illustrate herewith, from Lectures pour Tous, some curious things in the way of cycle advertising that were to be seen at a "Great Cyclist Meeting" (as the programme of the affair styled it) that took place recently at Holburn Viaduct, England.

Fig. 1 represents a gigantic bicycle that was displayed by Messrs. H. A. Lozier & Company, the manufacturers of the Cleveland bicycle. It was, of course, constructed simply for show and as an advertisement of the firm's machines. Each wheel is 1914 feet in diameter and was provided with pneumatic tires 8 inches in thickness. The saddle is large enough to accommodate eight men. The size of the machine can be judged of by comparison with the bicycle of ordinary dimensions that is seen leaning against the front wheel.

Fig. 2 shows a huge tricycle constructed for the Wowenhoe & Rübler Company, of Boston, in order to serve as an advertisement for the new rubber tires of the Vim system. It was capable of carrying eight cyclists. feet in diameter, the steering-The wooden wheel 71/2 feet. rims were provided with rubber tires 14 and 16 inches in thickness. Each driving-wheel hub is 16 inches in length. The steel spokes are one-fifth of an inch in diameter. The whole machine weighed 2,236 pounds.

Fig. 3 represents a bicycle called "The Sociable," devised

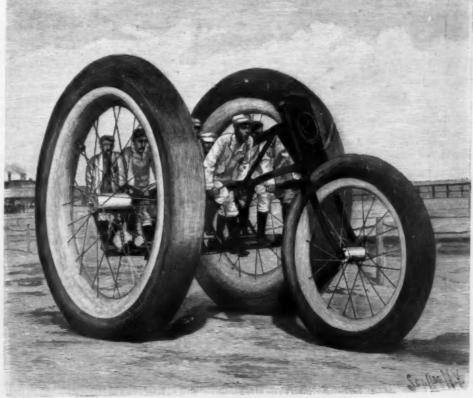


Fig. 2.-THE LARGEST TRICYCLE IN THE WORLD.

by a German, Herr Karl Jatho, and ridden by himself and sister. Its driving-wheel is 8.2 feet in diameter and covers a distance of 19.6 feet in one revolution. The steering wheel is 16 inches in diameter. The weight of the machine is 112 pounds.

Fig. 4 shows a bicycle especially constructed to withstand the weight of the heaviest bicyclist in the world—a man named Grimes, who is said to tip the scales at 567 pounds, and who is 6 feet in height, with a girth of 62 inches around the chest and 22 around the calves. His muscles are said to be as hard and firm as those of a well-trained athlete. He rides a specially built wheel.

Tischendorf and the Sinaltic Manuscript.º

Tischendorf (privat-docent at the University of Leipzig in 1840) went down in 1844 to Mount Sinai searching for Bible manuscripts, finding, in something like a waste-basket, forty-three cast-off leaves from an Old Testament manuscript apparently of the fifth century and now, as "The Codex Frederico-Augustanus" (after the then King of Saxony), the property of the University of Leipzig.

The study of the find whetted his appetite; and, in 1853, he returned to Sinai, looked as carefully as permitted through the whole monastery, but found no trace of further manuscript (the monks having meantime waked up to the possible value of his first batch). He did not dare magnify values; hence would not ask for them. He therefore departed, having seen used in the binding of a book only two or three little bits of a continuation of his original find.

The publication of his first forty-three leaves created a tremendous stir in Europe and aroused the

jealousy of other paleographers to its extreme pitch; so that his failure in further discoveries in the trip of 1853 he attributed to some Englishman's or Frenchman's having forestalled him. Years passing and the scientific societies' journals maintaining silence, he determined on a return; this time bearing a large sum of money and full credentials from the Emperor of Russia, the .temporal head of the Greek Church, to which belonged the monastery at Sinai and its mother monastery at Cairo, Egypt. Reaching Sinai early in 1859, he studied the monastery's architecture and searched it thoroughly for leaves of the expected manuscript, finding nothing. Despondent, he ordered his camels; but on the eve of departure, invited to the monastery steward's cell, the steward took from his shelf a book, rolled together and tied in a red silk handkerchief, and handed it to Tischendorf as "something he had found

lying about." Tischendorf discovered it to be the manuscript he had been fifteen years hunting, examined it rapidly, saw before him the whole of the books of the New Testament, the letter of Barnabas and that of the Shepherd of Hermas. Prior to that time the letter of Barnabas had not been found complete in Greek.

How the monks voted down the proposition of Tischendorf to surrender to him the Sinaitic manuscript; his journey to Cairo and the repetition of his demand to the mother monastery there; the transmission, on the latter's order, from Sinai to Cairo of the manuscript; Tischendorf's copying it, with the aid of two Greek scholars, under surveillance of the Cairo authorities; his final request for the original as a gift to the Emperor of Russia-is matter of history. The death of the archbishop delayed proceedings; the action sought demanded completeness in the monkish fraternity as an organization; and ten months from the fluding of the manuscript they had elected a new archbishop and were ready to give the precious document, which was done, with due solemnity, in the presence of the consul-general of Prussia and the monks. As a return gift the Emperor of Russia awarded, by mutual agreement, five thousand and two thousand rubles, respectively, to the monasteries at Cairo and Sinal, besides conferring decorations on the chief monks.

For three years Tischendorf almost ate, drank and slept this Codex Sinaiticus—a treasure such as the Church had not known before, the first great uncial writing containing the whole of the New Testament. He went over line after line, column after column, page after page, making a fac-simile print, wherein he used five different sizes of letters made to correspond to sizes found in the manuscript, over which he worked from 1859 to 1862, when the four volumes were published in Leipzig under the auspices of the Emperor of Russia. He printed a title page for their appearance at the celebration of the millennial year of

^a Abstract of a lecture at Haverford College, Haverford, Pa., by Prof. Caspar Rene Gregory, of the Theological Faculty of the University of Leipzig.

the Russian empire; but jealousy circumvented this use of the volumes. Three of the volumes contained the text proper; while the fourth included many plates—beautiful fac-similes of the different kinds of writing found in the Codex Sinaiticus. In the first part of the fourth volume he went over it line by line and letter by letter; and wherever there was any peculiar reading, any double writing—when a man had seratched out a letter with his knife and written another letter on top of it—he would say, "On this page and this line you will see that letter; and that letter was originally this letter, and that was scratched out and this was put in."

In 1863 Tischendorf made a smaller edition of the New Testament part. He also made an edition in 1865. The original Codex Sinaiticus to-day rests in the Russian Imperial Library.

When he had published the Codex Sinaiticus, he applied to the Pope for permission similarly to edit the Codex Vaticanus—a manuscript probably from the fourth century—that for canturies had lain in the Vatican Library, and access to which had been denied to all. He published about 1867 a partial edition of the Vatican manuscript.

The Sinaitic manuscript is made up of leaves 18 inches broad and about 18 high, each page having four narrow columns about 2 inches broad. The Vatican manuscript has three columns on a page. Books were formerly inscribed upon rolls, which in all probability were used until long after the time of Christ. Books with leaves were probably invented about the beginning of the fourth century. The Christians, in connection with their Jewish learning with reference to the Old Testament, were probably the



Fig. 1.—A GIGANTIC BICYCLE.

first men who wanted to make quick references, to a very great extent, to a large number of books; and this doubtless impelled one of their number to devise the present form instead of the cumbrous rolls, 40 to 50 feet long (and not all the books of the Bible could be put upon one roll), which they had been obliged to roll up and unroll whenever they wanted to compare different passages (e. g. Matthew i. and Matthew xvi.)

The Codex Sinaiticus and the Codex Vaticanus are probably the oldest books with leaves of which we know. The text is nothing like the Greek Testament as it is read to-day, which has been polished up in many ways. The scribes did not always write off the manuscripts just as they had them before them. One might say, "I know better about that. I have heard something more about what Jesus said at that time;" or, at the beginning of the second century, one would say, "My father told me something else about that." Thus the text was changed in one way or another, and thus these old manuscripts show what we call an old text.

The old manuscripts were written altogether in capital ("uncial") letters straight ahead, without any division between the words, the reader taking time to make the division as he read. There are no Greek manuscripts, but the very youngest, that are good about dividing the words exactly from one another. We have one or two manuscripts in Greek written in connection with the Latin manuscripts; and they were careful to put a point in between each two words. Those were for men who knew just as little as possible, or nothing at all, about Greek; and it would happen occasionally to a scribe copying a manuscript that he put a point right in the middle of a word, thinking the word had stopped. This Codex Sinaiticus became, then, after Tischendorf had edited it and had carefully tabulated all these errors, one of the mainstays of New Testament criticism; and from that day to this there has been no Greek manuscript found that has, in any way, taken its place.

The Codex Vaticanus and the Codex Sinaitieus are the two manuscripts to which we are obliged most to

refer respecting the New Testament. Both contain errors. Should we take such a manuscript and print right straight off without textual criticism? manuscripts of the classical authors can be counted on the fingers as a rule; but in the case of the New Testament we to-day have some three thousand Greek manuscripts as its basis; and there probably exist in the world to-day some two or three thousand more of manuscripts that we have not yet collated. A Christian wants to have his New Testament just as scientific as he can. We have Browning, Dante and Shakespeare societies. People want to know whether their favorite author wrote this word, or that word, in this way or that way, and whether Shakespeare has been misrepresented in certain passages. So, as to a Scripture writer, we ask whether he said this Greek word or that Greek word; we ask whether this fits into the matter of the text or not; and we are working very hard to get the proper text of these books. A Christian must be at pains to have the very best possible text of the New Testament; he must not be satisfied with an "i" that is not dotted, with a "t" that is not crossed; he must not be satisfied to have any word in that Testament other than as good and as accurate as it can be made.

With the advances of paleography and philology, it is possible for us to make a New Testament text better than any text which existed after the New Testament text had passed fifty years from the original—after it was no longer possible to take the words from the original—to read them from the original page.

The History of Appendicitis.

The entire literature of appendicitis down to the

year 1899 numbers no less than 2,500 articles, books, etc., and in a recent number of The Medical Record Dr. George M. Edebohls, A.M., M.D., has a most interesting review on the "History and Literature of Appendicitis." He says its early history cannot be traced owing to the fact that it was confused with other diseases. Probably the first reference to it dates from 1642. As late as 1838 the knowledge of the existence of appendicitis was by no means general. In 1846 cases began to be reported. The inauguration of modern surgical treatment of appendicular abscesses did not come until 1867, and the first recorded operation on the appendix was planned and executed on August 24, 1883. The early operations commonly ended in failure. The first successful removal of the appendix was performed on May 8, 1886. Since that time the number of successful operations has greatly increased until, while now it is re-

garded as a serious, it is by no means a fatal operation. There is much popular misconception as to the origin of appendicitis, and Dr. Edebohls gives interesting accounts of some things which have been found in the vermiform appendix, from which it will be seen that the grape seed is by no means the commonest form of injury. Coproliths have been found by everybody who has had much to do with post mortem investigations or with operations on the appendix. Next to them pins have been the foreign bodies most frequently met with. Other things found are grape seeds, melon seeds, a chocolate nut, a grain' of oat, cherry stones, raspberry seeds, prune seeds, orange seeds, date seeds, tomato seeds, fruit stones, huckleberry seeds, blackberry seeds, hazelnut shell, a piece of chestnut, peanuts, hair, bristle, a glazier's point of zinc, a globule of solder, a gelatine capsule, a piece of bone, a piece of screw nail, a rifle cartridge and the fin of a fish. This paper also shows that four per cent of all women have appendicitis, and they are a very little more liable to the disease than men.

To Our Subscribers.

With the present issue, the SCIENTIFIC AMERICAN closes the fifty-fourth year of its existence. It is only fair that we should call the attention of our readers to the fact that the sending of the paper is discontinued at the end of the subscription year. We therefore beg those whose subscriptions expire with this issue to remit promptly in order that the paper may be received without interruption.

Readers of the SCIENTIFIC AMERICAN who are still unfamiliar with our other publications can receive sample copies upon request. When the SCIENTIFIC AMERICAN and SUPPLEMENT are taken together, a special discount is made which places the two papers within the reach of all.

It is said that in Japan extensive preparations are being made for lighting railway cars by acetylene gas. According to The Railway Review, the carbide is to be manufactured by a native concern,

Correspondence.

Hop Picker Wanted in England.

To the Editor of the SCIENTIFIC AMERICAN:

As you from time to time publish lists of various inventions wanted, I thought you might like to know that in this county, Kent, a great many people are employed in the hop picking season to pick hops; and in a year such as the present, when hops are very abundant, there is a great difficulty in getting enough hands to do the work, and as a consequence, the crop often drops off before it can be picked, and is wasted. It seems to me that there is an opening here for a machine to do the hop-picking, and it may be that American ingenuity might be able to supply this.

WALTER WINANS.

Surrenden Park, Pluckley, Ashford, Kent.

Public Interest in the Navy.

To the Editor of the SCIENTIFIC AMERICAN:

Please accept my thanks for the trouble you have taken to give me the information I desired regarding the use of Krupp or Harveyized armor on the battleships of the "Maine" and "New Jersey" classes.

I have followed with keen interest and appreciation the efforts you have made toward the improvement of our navy, both by stimulating popular interest in the matter and by well timed criticism of departmental plans, e. g., in the cruisers of the "Denver" class, and the new monitors, and feel that you are accomplishing much toward securing the general adoption in these matters of the standard of excellence which should obtain, viz., that the very best may suffice for us, but that nothing less will.

Hoping that you will consider that the data which you have kindly procured for me contributed to the furtherance of your own wishes in these respects, believe me, Faithfully yours,

EDMUND M. PARKER.

Boston, December 7, 1899.

Automobiles at the Paris Exposition.

It has been virtually decided that the administration of the Paris Exposition of 1900 will intrust to the Automobile Club of France the arrangements to be made for the automobile part of the Exposition. This will occupy the annex which is to be formed in the Vincennes Park. The sum of 100,000 francs has been allotted to the section of automobiles, and it is expected that a brilliant display will be the result, with a series of races and other competitive tests between the differeut types of automobiles. The sum mentioned will be expended under the direction of the club, and will be devoted to the establishment of race tracks and stands and for the distribution of prizes. To these prizes will probably be added the distribution of medals and diplomas by the administration of the Exposition. The principal events will be four competitive tests for automobiles of all types. These will be classed as follows: 1. Private automobiles of all descriptions, such as coupes, phaetons, etc. 2. Cabs and similar vehicles, whose limit of weight is 500 kilogrammes. 8. Heavy automobiles, such as transportation and delivery wagons, weighing up to 1,200 kilogrammes. 4. Light vehicles of all kinds. For the use of the electric automobiles, a special generating station will be erected near the Park, where all facilities for charging the accumulators will be provided. Besides the tests above mentioned, a series of long distance races will be organized, starting at the Park and making a series of circular routes near the city. A unique feature of these races will be the establishment of an electric indicator, consisting of a large board upon which the route is traced, over which will be moved electrically a series of minute automobiles, reproducing exactly the position of the vehicles. Besides this, news will be brought by optical and by wireless telegraphy.

THE total production of tin in 1898 has been estimated at 77,300 tons; in 1890 it was but 55,100 tons. The greater part of the tin comes from the Malay Peninsula, which furnishes 60.6 per cent, not counting the Dutch East Indies, which give 19 per cent. Following this come Australia, with 79 per cent; Cornwall, 61; and Bolivia, 79 per cent. It may be remarked that forty years ago Cornwall furnished 50 per cent of the total. The most productive region is that part of the Malay Peninsula extending from Burma and Siam to Sumatra. A considerable proportion of the tin which is taken from this region is carried into China, and thus escapes the control of statistics. In the Australian region the chief center of production is Tasmania. The principal consumers for 1898 have been the United States, 25,000 tons; Great Britain, 13,000; Germany, 14,500; and France, 8,500 tons. The exportation of tin plate from Great Britain has been 251,769 tons, and that country consumes 150,000 tons. The production of America for the year is estimated at 327,000 tons The total production of tin plate is estimated at 750,000 tons, and the tin required for its manufacture reaches 20,000 to 25,000 tons.

Scientific American.

Science Notes

A famous Italian faster has been unmasked at Rio de Janeiro. A physician found that he used fibrous meat compressed into the smallest size, and this, in connection with a small quantity of mineral water, was enough to prevent starvation.

The new Victoria and Albert Museum, as the old South Kensington Museum is now called, is having a new building constructed. The frontage on Cromwell Road is 700 feet. The area of the new buildings will be equal to the whole of that covered by the existing museums, including temporary sheds on the west side of the Exhibition Road.

It is an extraordinary fact that up to the present time dead animals were left to decompose on the Paris streets, as there were no facilities for removing them. The Prefect of Police has at last taken steps to have such nuisances removed on application. The cost is not to exceed \$1. This is to be paid by the applicant. This seems a rather extraordinary sanitary regulation.

Excavations carried on at Beneventum, under the direction of Prof. Baccelli, have revealed in perfect preservation a theater as large as that of Pompey or Marcellus at Rome. This is, says The British Architect, quite the most important discovery of the official searches in recent years, though in Rome and at Pompeii something noteworthy is unearthed almost every day. The theater is built of great blocks of travertine.

The necessity of mechanical ventilation in the case of crowded rooms and the importance of natural ventilation was shown at a recent Sanitary Congress. The gain by introducing good ventilation in offices where clerks are crowded together would doubtless be even more marked than in the case of the theater. It is usually considered that 1.000 cubic feet of air an hour is what is required by a single person, but at the Opera House at Vienna the figure was 1600 cubic feet.

An unerring index of prosperity in the West is found in the returns of the smaller colleges, whose clientele is drawn for the most part from the farming communities. The tuition fees and cost of living at these institutions are small, which, when coupled with the increased prosperity of the West, accounts in part for the long lists of students. Ohio has 39 of these institutions; Illinois, 31; Iowa, 23; Indiana, 14; and Michigan, 11. They all do valuable work, and do not compete to any great extent with the great universities.

The shape of Porto Rico on our maps is aggressively square, unnaturally mathematical, and is an exception among islands, which are apt to be of most irregular shape; and our new possession is now being charted anew, and the appearance of it on the new maps will be something of a surprise. The appearance of the east coast line will be profoundly modified. Before a twelvemonth will have elapsed, the shape of the queer parallelogram will be changed. The straight up and down east boundary will prove to slope off gradually to the northeast. It is considered that this error in the shape of the island was due partly to lack of scientific knowledge on the part of the Spaniards and partly to a desire to keep commercial rivals at a distance.

The coming performance of the "Passion Play," which should be begun on May, 23, 1900, is now beginning to attract public attention. Those who had the great pleasure of attending the play in 1880 or 1890 were surprised by the artless simplicity of the native inhabitants of this little Bavarian village. If they should visit the town to-day, however, they would find that all is changed. The old stage is all that remains of the theater. A gigantic steel framework is now being erected to shelter the audience. It reminds one of the camp meeting tabernacles and convention halls in America. Instead of billeting strangers upon the inhabitants, as was formerly the custom, extensive preparations are being made to entertain them, and the talk of the town is how many foreigners will be induced to visit Ober-Ammergau during the period of the play. The names of the actors have not been announced as

The London Lancet has sounded a note of warning against the dangers of high altitudes for elderly people. If at a height of more than 4,000 feet to 5,000 feet above the sea level a certain amount of strain is put on a normal heart, and by a rise of pressure indirectly also on the large peripheral arteries, must not this action be multiplied in the cases of heart troubles or in the cases of arteries with thickened or hardened walls? It is specially the rapidity of the change from one altitude to another which must be considered as a call made upon the contractibility of the small arteries on the one hand, and on the amount of muscular force of the heart on the other hand, and if the structures in question did not respond to this call, rupture of an artery or dilation of the heart may ensue. In the case of people totally unaccustomed to high altitudes, it is desirable to take them by degrees, in two or three stages, with a stay of one or two days at the intermediate places. .:

Engineering Notes.

There are 2,090 miles of railway open for traffic in New Zealand.

There are 10,000 miles of railway now in operation or under construction in Africa. According to The Engineer, already 1.400 miles of line northwest from Cape Colony and 1,100 miles southwest from Cairo are complete, the intermediate distance being about 3.000 miles.

One of the old Stockton & Darlington engine drivers has just retired from active service. He has been an engine driver since 1853, and in the forty-six years has traveled nearly 2,000,000 miles on the footplate of his engine.

Metal never rusts in the waters of Lake Titicaca. A chain or an anchor can be left in it two weeks, and will be as clean and bright as when it came from the foundry, which is probably owing to the action of some of the chemical salts in the water.

An amusing story comes from the Cape and is told by The Engineer. The station master at a junction on the way to De Aar was notified of a "goods train" arriving. It came and disgorged, not goods, but armed marines. Later on steamed up an armored train with bluejackets and having guns covered with a tarpaulin and ironically labeled "Fruit."

The French military authorities are planning the creation of six railway regiments. The war in the Transvaal has shown what an important part railway operations will play in all future conflicts. According to The Railway Review, the regiments will be recruited among railway employes, and they will be drilled in running trains, repairing and destroying tracks, telegraphing, etc.

An acetylene gas plant has been erected at Assam, which shows that the ease with which this gas can be generated from calcium carbide should gain for it wide favor in parts of the world where it would be impossible to have a gas or electric light plant. The lack of a good illuminant is often felt severely by colonists and others in far-away parts of the world, and acetylene is a welcome relief from kerosene oil and candles.

In most dining cars the kitchen is situated at one end of the car, opening into a passageway inside of the car, and the fumes of cooking and occasionally smoke are wafted into the car while passengers are at the table, but all of the dining cars of the New York Central are being constructed so that there will be no opening from the kitchen to the interior of the car. The only approach to and exit from the kitchen is by way of the platform vestibule, about half of which is made part of the kitchen.

A simple method of getting rid of superfluous obsolete railway rolling stock has been adopted at a foundry in Michigan where a large number of cars were received from a railway company. The only part of the cars worth saving was the metal, and the problem was to separate it from the timber at small cost. Two inclines were built, and two trains of cars were released at the top of the incline and allowed to collide at the bottom. The wreck was then burned and the iron collected.

At the new Boston Terminal Station a test was recently made with the air pumps of locomotives to operate the electro-pneumatic interlocking system of switches and signals. As The Railway Review says, any stoppage of the signaling system in the new station would cripple the enormous traffic, and would probably affect 100,000 suburban passengers, so that the utility of the test is evident. Pumps were used on three locomotives for the test. The pressure was carried to 90 pounds per square inch, and 122 cylinders, 148 semaphores and 283 switches were thrown. As the air compressor plant is in duplicate, it is not probable that there will ever be occasion to resort to the use of locomotives.

Dr. Ludwig Mach has successfully alloyed aluminium with magnesium and thereby obtained a compound which can be worked like brass, and which is lighter still than aluminium, says The Iron Age. The densities of the two metals are: Magnesiam, 1.75; aluminium, 2.75; they both melt at 800° C., and their dilations amount to 0.023 and 0.027 mm. per meter and per degree Centigrade. The metallurgical properties depend upon the composition of the alloy. A 10 per cent magnesium alloy resembles zinc. a 15 per cent alloy is like brass and a 25 per cent like a compound bronze. The alloys can be soldered, it is stated, though that point does not appear to be fully settled, keep well in dry and damp air and give good casting alloy is almost as white as silver and so hard that it is possible to cut aluminium with a sharp-edged piece of magnalium. It can be turned, bored, etc., quite as well as brass, and clean and neat threads of ¼ mm. pitch can be cut with ease. It does not file so readily as brass, but is superior in this respect to copper, zinc and aluminium. Magnalium is suitable for lens mountings, and would make good divided circles and arcs for instruments in which light weight is a consideration. If bought by volume, it is a little less expensive than brass.

THE RECONSTRUCTED CRUISER "ATLANTA."

Not the least important branch of the work accomplished by the Bureau of Construction and Repair is that of reconstructing, or what we might call rejuvenating, the older cruisers of the navy. For obvious

reasons this work is not so attractive or so much in the public eye as the construction of new battleships and cruisers, although it is in its way quite as important. The reconstruction of our earlier ships, which is being steadily and very ably carried out, chiefly by Naval Constructor Bowles at the New York navy yard, saves many a good ship from being relegated to the reserve list, if not to that of the obsolete or condemned. The latest cruiser to be thus overhauled and refitted is the "Atlanta," of which we present illustrations on the first page of this issue.

The "Atlanta" was one of the three first vessels to be built for the new navy. As launched, she was a semi-protected cruiser of 3,000 tons displacement and 15.6 knots trial speed. Her protective deck of 1½-inch steel was only partial, and covered merely the engines and boiler spaces, the ends of the vessel being unprotected. This is a method of construction whose faults are so obvious that it

has been abandoned for a number of years, although we regret to see that it has been adopted once more in our six new cruisers of the "Denver" class. The original armament of the "Atlanta" consisted of two 8-inch guns carried on the main deck behind shields and six 6-inch guns mounted in broadside on the main deck within the superstructure. There was also a battery of small rapid-fire guns.

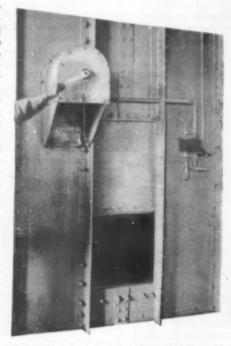
The work of reconstruction has been very complete. The old horizontal, compound engines have been changed to triple-expansion by the addition of a high pressure cylinder. At the same time the eight old, single-ended, Scotch boilers have been removed and replaced by two single-ended Scotch boilers and four Wilcox & Babcock water-tube boilers, the Scotch boilers carrying 180 pounds of steam and the Wilcox & Babcock 250 pounds. This change has not only greatly increased the boiler capacity, but it has reduced the bulk of the installation sufficiently to allow the construction of an athwartship coal bunker, which will increase the total coal capacity of the

vessel by 80 tons, or about 17 per cent. These changes are expected to result in an increase of the vessel's speed from 15½ to 17½ or possibly 18 knots speed.

The ship's main battery, which was formerly of the short-caliber, slow-firing type, has been entirely renovated. All of the guns, including the two 8-inch bow and stern weapons, are of the rapidfire type, the sights being mounted upon a sleeve in which the gun recoils and the breech mechanism being brought fully up to date. Although the new 8-inch guns are not officially known in our navy as rapid-fire, they do actually possess the characteristics which mark the so-called rapid-fire guns of this size in foreign navies.

The lessons of the late war in e been turned to good account in the work of reconstruction, for the "Atlanta," on and above the main deck, is absolutely stripped of combustible material; and if she is ever called upon to fight, there will be no fear of her being prematurely put ont of action by the burning up of

the wooden decks, bulkheads, and furniture. We present two illustrations of the captain's room



REAR VIEW OF DOOR, SHOWING ELECTRIC MOTOR CASE, WITH HAND-OPERATING CRANK SHIPPED



FRONT VIEW OF WATERTIGHT DOOR, SHOWING RAISING AND LOWERING GEAR AND ELECTRIC CONTROLLING DEVICES.



U. S. S. "ATLANTA"-CAPTAIN'S CABIN AFTER FIREPROOFING.



U. S. S. "ATLANTA," SHOWING WOODWORK IN CAPTAIN'S CABIN BEFORE REFITTING.

which strikingly illustrate the changes that have been made. One of these represents the cabin as originally fitted. It shows the wooden bulkheads and elaborate paneling, both outboard and on the ceilings and bulkheads, and the characteristic heavy furniture. All of this woodwork was more or less, and generally more than less, highly inflammable. In the process of refitting, the wooden bulkheads were removed and the panelings stripped from the ceiling and from the outboard turtleback. Their place was taken by corrugated metal for the bulkheads, a coating of cork paint for the ceiling, and a covering of asbestos on the outboard walls. The wooden furniture is replaced by furniture of metal, one piece of which, a neatly designed roller-top desk, is shown in the engraving. The asbestos sheathing possesses the requirements of a non-conducting, incombustible, splinterproof covering. The asbestos fire-felt is laid over wire cloth which is attached to a framework of light angle-bar, carried between the ship's frames or bulkhead stiffeners. The felt is flush with the sur-

face of the frames, or the edges of the angle-bars, and asbestos miliboard. three-eighths of an inch thick, is placed over the fire-felt to secure a smooth, hard finish, and it is held in position by galvanized iron moldings. The millboard is coated with sizing to prevent absorption, then painted with white enamel and striped with gold, the result being a pleasing panel effect. The asbestos sheathing has a light, cheerful appearance; it is warm in winter, cool in summer, and is free from the "sweating" which is such an insuperable objection to the use of the plain steel partition. The changes in the captain's cabin are typical of the work which has been done throughout the whole of the officers' quarters. One notable change which is conducive to convenience and cleanliness is the designing and putting in position of a folding metal berth, which in the daytime can be folded against the wall and screened by a curtain. For reasons which are only too well known to those who sleep at sea, the substitution of an open and accessible metal berth for the old, fixed wooden bunk will be greatly appreciated.

Other evidences of the thoroughness with which Naval Constructor Bowles has carried out the work of fireproofing is further seep in the new metal rifle racks for the marines, metal lockers for the gun division, the substitution of wire screens in place of wooden bulkheads for the executive office, metal ladders and numberless other substitutions of metal for wood. On the superstructure deck the old wooden chart house has made way for a new steel structure with circular lights. All of these changes have been made under the immediate superision of Assistant Naval Constructor Watt, to whom we are indebted for courtesies in the preparation of the present article.

The work above the main deck looking to the safety of the ship from fire finds its match below deck in an entirely new system of watertight, electrically operated doors, which have been designed by Naval Constructor Bowles and receive their first installation in a warship on board the "Atlanta." We

Scientific American.

door is an excellent piece of work both in design and construction. Judging from its operation as now installed on the "Atlanta," it appears to admir-



STONE CRABS THAT RESEMBLE ROCKS.

ably fulfill the requirements of a perfect water-tight door installation. We understand that Mr. Bowles' system will probably be exhibited at the Paris Exposition, where, by the way, the valuable Pollok prize is to be

KELP FISH (Heterostichus rostratus), SHOWING ITS VERTICAL POSITION IN THE TANK, MIMICKING THE KELP IN SHAPE AND COLOR.

awarded for the best marine life-saving device submitted. Fuller details regarding the system can be gathered from a paper read by Assistant Naval Constructor Watt at the recent meeting of the Society of Naval Architects and Marine Engineers, and published in the Proceedings.

Such is the "Atlanta" as she will appear when leaving the navy yard for her trial trip. The renovation and reconstruction have been so admirably planned and carried out, that except for the fact that she possesses only a partial armored deck, this vessel will now be well up to the standard of modern cruisers of her class.

ARCHÆOLOGICAL APPLICATION OF THE ROENTGEN RAYS.

Shortly after the announcement of the discovery of the Roentgen rays, Prof. Stewart Culin, of the Free Museum of Science and Art of the University of Pennsylvania, foresaw the possible future of the new rays in examining the internal construction of valuable museum specimens. After suitable apparatus had been installed in the Pepper Clinical Laboratory by Dr. Charles Lester Leonard, an attempt was made to test the practical application of its value in archeological work. Dr. Leonard made a successful radiograph of a Peruvian mummy, and the photograph disclosed the fact that the closely wrapped bundle contained the skeleton of a child having a string of stones or shell beads about its neck. Another radiograph was obtained of a desiccated human foot with a leather sandal. This gave promise of the utility of such pictures in the examination of

such objects. Mr. Cushing expressed the opinion to Prof. Culin that a piece of turquoise was concealed beneath the heavy wrapping of brown yarn that binds the finger loops of every fine prehistoric throwing stick from Mancos Cañon, Col., in the University Museum. Mr. Cushing was of the opinion that the turquoise was the heart of a fetish bird. It occurred to Prof. Culin that the verification of this conjecture might be secured, and photographs of the wrappings with corresponding radiographs were made, with the result as shown in our engravings, which we are enabled to present through the courtesy of Prof. Culin.

It will be seen that four stone beads, presumably of turquoise, are revealed as Mr. Cushing had surmised. The extreme fragility of the wrapping was such as to render an examination by other means impossible without serious injury to a most valuable specimen. In the current issue of the Sci-ENTIFIC AMERICAN SUPPLEMENT ADpears Prof. Culin's article, accompa-

nied by additional side views of the specimen.

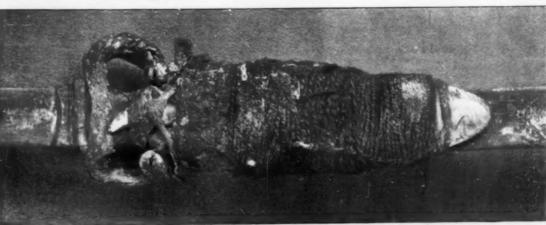


It is said of certain natives of South Africa that when they go into battle they carry bushes in their hands

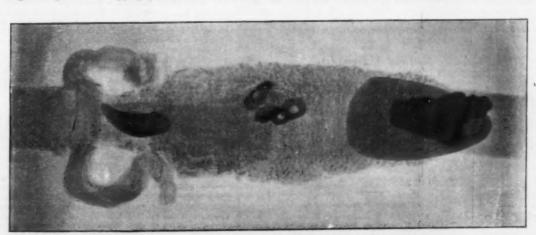
and move so slowly along that it is almost impossible to distinguish them from the mass of verdure about them. When an American warship is about to begin an engagement she is painted lead color, the object being to make her simulate the color of her immediate environment. Even the men behind exposed guns on the cruisers during the late war were ordered to paint their clothes the prevailing hue, so that the sharpshooters of the enemy would not pick them off.

This is called mimiery: the subjects imitating their surroundings as a protective measure; and that man has obtained the suggestion from nature is evident to any one who has made even a superficial study of the sul every branch of animal life some forms are found which protect themselves from enemies in the manner described, namely, by imitating more or less their surroundings.

This singular mimiery is exhibited in a particularly interesting manner among fishes, and the accompanying illustration shows one



Finger Loops with Wrappings and Fetiches of Throwing Stick, from Cliff Dwelling, Mancos Canyon, Colorado.



Radiograph Shows Inclosed Stone Beads Concealed by Wrapping AN ARCHEOLOGICAL USE OF THE ROENTGEN RAYS FOR THE EXAMINATION OF A THROWING STICK.

be closed simultaneously and instantly from the bridge or some central station, and that some telltale announcement shall show that they are closed; secondly, that it shall be possible to raise and lower each door independently, and from either side of the door, without conflicting with the operation from the bridge; thirdly, that it shall be possible to close the door either against a rush of water or through coal which may have accumulated in the doorway. These features, with others of minor importance, are all fulfilled in the present instance. The clear opening of the door can be of any desired size; for coal bunkers as shown in our engravings, it is generally about 4 feet 6 inches by 2 feet. The door is a steel plate riveted to a sliding frame. The guide-frame of bronze is bolted to the bulkhead, the guides being tapered 10 of an inch to The sliding-frame is made with eleven the foot. wedges of the same taper as the guides, there being four on each side, two on top and one on the bottom. The surfaces nearest the bulkhead of both the guideframe and the sliding-frame are scraped surfaces which form a water-tight joint by the wedge action which occurs during the last

have had the opportunity of inspecting the operation of

the door, and it impresses us as being an admirable solu-

tion of this difficult and most vital problem. Briefly

statéd, the absolutely essential elements of a successful

watertight door system are first that every door may

half-inch of closing. The guide-frame is open at the lower edge to prevent clogging or jamming.

The door plate carries a bronze rack into which gears a pinion keyed to a horizontal shaft which is carried at the top of the guide-frame. This pinion engages a smaller pinion on a second horizontal shaft, at either end of which is keyed a worm wheel, which in its turn engages a worm. The worm-shaft passes normally through the bulkhead and is driven by a one horse power electric motor, which is carried in a watertight casing on the opposite side of the bulkhead. Crank shafts are provided, which slip over the hexagonal end of the worm-shaft on either side of the bulkhead, and may be used for hand operation of the doors. The motor is compound-wound and of the short shunt type, the short shunt coils being relatively weak and wound outside the series coils. The circuits are so arranged that for raising the door only, the series coils are

in circuit, giving a quick and easy starting; while for closing the door, where it may be necessary to cut through coal or other obstructions, the shunt and series coils are both in circuit. The current is controlled by a three-point spring lever switch on each side of the bulkhead. The switch is normally in its central posi-

tion, in which the door closing circuit may be completed from the bridge or from any central station in the ship The door-opening circuit can be completed only at the door, and this is done by moving the lever to the right or left, operations which raise or lower the door.

The operation of this system is as follows: In case of an emergency such as a collision, the officer on the bridge can immediately close every water-tight door throughout the vessel. a small signal lamp at

the bridge, or other selected station, lighting up during the movement of the door and going out as soon as the door is closed. If any of the crew should be shut in a water-tight compartment, or should it be necessary to pass from compartment another after the doors have been closed from the central station, all that is necessary is to turn the spring lever at the particular door, when it will open, the lever returning to the central position and closing the door automatically when the person has passed through. Mechanically considered, the

Scientific American.

of the most interesting mimetic fishes common to the Southern Californian islands. It is generally known as the kelp fish, a most appropriate name, as the fish makes its home in the kelp beds which constitute the real protection of the Pacific coast.

The writer first observed the fish alive when drifting over the kelp beds in eight or ten feet of water. Then it was occasionally seen poised among the dark green weeds, presenting a beautiful appearance in a garb of vivid olive green, its long slender form undulating, as it were, in the current, a picture of grace. The largest specimen observed at Santa Catalina was a foot in length. The body was slender, the head pointed, eyes prominent. Along the back was a continuous frill, formed by a long dorsal, while opposite, the anal fin was an equally effective ornament. The fishes varied much in color. One observed was amber; others were orange or a vivid green, while others again were olive hued and some dark green above and below yellow and green combined.

Nearly all the specimens observed were lying in the kelp beds or in some large-leaved al, m, and with difficulty could be seen by those in the boat who were not familiar with the fish. The fish was a marvelous mimic of its surroundings, and affected the kelp leaves that bore a close resemblance to its body and consequently afforded it protection. Its shape corresponded to that of the smaller leaves of macrocystis, the dorsal and anal fins giving it the ruffled appearance that is a feature of these leaves. All these fishes were observed through the windows of the glass-bottomed boat-a craft peculiar to Avalon Bay; a boat in the bottom of which four or six plates of heavy glass have been placed, a well rising into which the voyager looks, observing the bottom clearly, and all the objects slightly magnified.

The peculiar positions of the fish attracted attention. and when the tanks of the Zoological Station were available, a number of specimens were placed in them for observation. The feature that most interested the average observer was that, apparently, the fish could turn its head; this impression being gained from the fact that the fish swam in a laterally undulatory motion that was the personification of grace, and invariably poised in some odd or strange position. When placed in a tank by itself, a fish would at once manifest its uneasiness, swimming about, rubbing its tender lips against the glass and whipping its tail against it, with a result that it was soon disabled and died. The fishes so placed seemed to appreciate the fact that they were conspicuous objects and so liable to attack. Some individuals were so alarmed that they repeatedly leaped from the tank, and others in various ways displayed their fright.

The writer prepared a tank, or furnished it, to imi-

tate as nearly as possible the natural surroundings of the fish. The bottom was covered with a rich green ulva, while along the surface was suspended a branch of macrocystis, so that the leaves depended into the water, as seen in the illustration. Three or four fishes were now released into this tank, individuals which before had displayed great uneasiness. They at once swam to the dependent kelp leaves that were remarkable imitations of themselves, and one pushed into a coil in a leaf and rested, its head up within a few inches of the surface. Another in a few moments hung head downward, while a third poised with head upward, as shown in the photograph, becoming so remarkable a mimic of the hanging leaves in shape and color that to all intents and purposes it had disappeared. The fishes immediately recognized their security and made no effort to escape from this tank.

So perfect was this disguise that few strangers could see the fishes that were not eighteen inches distant until they had been pointed out, and then they almost doubted the evidence of their eyes, the tint of the kelp being perfectly produced in the color scheme of the When not disturbed they invariably made use of this instinctive mimicry as a protective measure, and that it is effective in the sea where they make their home there can be little doubt, as few predatory fishes could distinguish the mimic as it floated among the leaves, its body assuming various positions as it adapted itself to the current and the weed that constituted its protection.

The kelp beds which surround the islands of Southern California have an interesting fauna of their own of which this kelp fish can be considered the most remarkable member. Another is a crab that is painted so exactly the color of the kelp-a rich olive greenthat it is never noticed unless it happens that the observer is looking at it and sees the olive-hued legs lifted slowly one by one. Usually the crab clings to the under side of the kelp in the deep tangles, but it is sometimes driven up by enemies and can be seen climbing over the surface of the leaves. One of these kelp crabs when taken from its native element and placed in a tank without kelp immediately displayed uneasiness and attempted to escape, evidently aware that it was a bright and conspicuous object, but when the kelp was introduced it crawled upon it and like the dissolving view seemed to melt away and disappear.

The crabs alone afford many remarkable examples of mimicry. One shown in the accompanying photograph is so perfect in its imitation of a rough stone that it is almost impossible to detect it. When alarmed it draws in its legs and becomes, to all intents and purposes, an inanimate rock. The writer kept several deep sea spider crabs in a tank for several months. They were dredged in water about 800 feet deep,

where, presumably, it was dark, and such an animal would hardly be seen. When one was taken from the net, it was apparently lifeless, and of a peculiar brown color, perfectly clean, not a suspicion of weed being attached to its shell. When placed in a tank in a bright light it rarely moved, and resembled a rock; even when moving, its legs turned so slowly that it could scarcely be termed locomotion. Yet this type of sluggish life had sufficient intelligence to recognize that it was now near the sunlight that it had never seen, and that, perforce, it was a conspicaous object and might, possibly, become the victim of some predatory fish, so it began to add seaweed to its back, after the manner of many of its shoal-water allies. But this was done in a very singular way; the weed was plucked, then passed to the mouth, and, finally, attached, not to the back, but to the point of the shell above the mouth, so that they fell over the latter like a fantastic umbrella or gorgeous plume, really making the crab more conspicuous, except when it threw itself back, as it did when it was startled, when the plume of seaweed would point nearly upward, and the crab would become a rock, with a tuft of weed growing on it, well calculated to deceive the most observing enemy.

The Current Supplement,

The current Supplement, No. 1252, has many most interesting articles. "The Destruction of the Hypostyle Hall in Karnak "describes a recent accident which has robbed the great temple of considerable of its attractiveness. "Bacteria and Their Uses" is an article by A. Dinsmore. "The Electrical Plants of the Battleships 'Kearsarge' and 'Kentucky'" is by Naval Constructor J. J. Woodward, United States "Long-Span Bridges" is an address by Prof. W. H. Burr, and is elaborately illustrated. "Progress of Mechanic Arts in the Last Three-Quarters of a Century" is an important address by Dr. Coleman Sel-"Effect of Weather on Every-Day Life" is an interesting article.

Contents.

The state of the s		
Appendicitis, history of	422	
Apples, American	419	
"Atlanta," the reconstructed.*		
417.	424	
Automobiles at the Paris Expo-		
sition	438	
Barrel organs, ancient	621	
China, growing trade in	421	
Cycles, grotesque forms of	421	
Dry docks	418	
Engineering notes	423	
Exports and trade marks	418	
declogy, apparatus for teaching	431	
Holland, recovery of land in	418	
Hon picker need of	490	

narred with an asterisk.)	
Inventions, index of	427
Inventions recently patented	426
Kelp fish, mimicry of*	4:35
Mining, deep	418
Navy, interest in the	423
Pump governor and receiver*	
Quicksliver fountain*	420
Railways, French	418
Roentgen rays, archmological	
application of	425
Science notes	4338
Telegraph, inventor of	439
Tischendorf and the Sinastic	
manuscript	422
Volta's visit to Paris	410

RECENTLY PATENTED INVENTIONS.

Agricultural Implements.

LISTED-CORN CULTIVATOR .- JOHEPH M. TAGUE, Cambridge, Neb. The main frame of this cultivator is swiveled at its forward end on sled runners and has a wheel-supported rear end. A disk-carrying frame is pivotally mounted on the main frame. The driver's weight can be more or less thrown on the disk-carrying frame. The cultivator is capable of efficient adjustment and of being casily guided in the furrow by reason of the awiveling of the runners to the main frame. By pivotally mounting the disk-carrying frame on the main frame, the disks

Bicycle-Appliances.

SAIL-ATTACHMENT FOR BICYCLES .- RUDOLPH SORENSEN, Ord, Neb. The sail-attachment comprises a must carried by a support by which it is held in a plane below the rear axle. A brace for the upper end of the most is arranged for attachment to the bicycle-frame. A sail is carried by the mast, and a sheet engages the boom of the sail. By means of a reel on the bleyele-frame, the sheet can be wound up and unwound. The sail can be easily applied or removed, and since it is supported below the axle, the bicycle is balanced and

Mechanical Devices,

WINDMILL -- CLEONER PREJEAN, Milton, La. The avention is an improvement in that class of windar which a series of blades or vanes are pivoted to a wheel arranged vertically and mounted upon a horizontal axis having an extension provided with an expansible tail or guide, the whole being mounted upon a stationary base, so as to revolve horizontally. The improvement relates specifically to the construction of the wheel proper, means for adjusting the pivoted blades or vanes nd the ion of the tail, whereby it is adapted to be expanded or closed corresponding with the position of the blades or vance forming part of the wheel.

WEIGHING AND MEASURING MACHINE, -AMUEL P. MACKEY, Ridgefield, Wash. of this invention is the provision of an apparatus for measuring and delivering a certain quantity of Hquid, to which end the apparatus consists of a rocking tank having an outlet-valve actuated by the rocking movement of the tank and operating with certain mechanism for restoring the tank to upright position after the recking and for controlling the supply of liquid to the tank. The apparates may be actuated by a coin-controlled mech

MACHINE FOR STEMMING AND CLEANING RAISINS.—Cary S. Cox, Freedo, Cal. In this ma-

rotary screen are provided. A feed device is arranged to leliver the fruit between the two screens, and the fruit is subjected to currents of air. A cleaning mechanism is provided for the rotary screen, which is adapted to re-move stems or other material that may lodge in the meahes of the rotary screen. The raisins are stemmed and cleaned without injury to the latter, and the dirt and dust, it will be observed, are removed and conducted from the machine through a medium independent of that employed for conducting the cleaned fruit.

PIPE-WRENCH .- ROBERT FIELLMAN, Wilmot, S. D. The device can be used both as a wrench and pipe-cutter. In its construction is included a handle, one end of which is toothed on one side to form a pipe-engaging surface and the opposite side formed with a transversely-extending concavity. A longitudinally-slotted yoke passes about the bar near the jaw, and a removable pin passes through the slots in the yoke and through the bar. A jaw projects from one end of the yoke parallel with the jaw. A set-screw passes through the other end of the yoke and engages the bar or handle, whereby the separa-tion of the jaws may be regulated. A cutter is adapted to be secured to the jaw upon the yoke,

WASHING-MACHINE. -- JOHN H. GEERS, St. Louis Mo. The machine comprises a body having a vertical rear wall provided with guides on its face. Plungers work in the guides and have their upper ends projecting above the rear wall of the body. Pounders are rigidly secured to the lower ends of the plungers. A lever is pivoted at its center to the outer face of the rear wall of the body. Pitmen have their lower ends pivoted to the ends of the lever and their upper ends to the upper ends of the plungers. By oscillating the lever an alternate reciprocating movement is imparted to the plungers and their pounders

Railway-Contrivances.

LUBRICATOR AND WIPER FOR LOCOMOTIVE XLES. - JAMES S. PATTEN, Bal usual means for conveying oil to the axle-journals is cotton-waste packed in the boxes, or "cellars" as they From time to time this packing must be renewed, which can be effected by removing and replacing the cellar. The present invention utilizes the co but avoids the necessity of its frequent removal. The of rollers, which, together with a yielding wiper whereby the oil is prevented from "creeping" along the journal, are contained in the "cellar" or box

Miscellaneous Inventions.

VENTILATED BARREL.-John S. WRIGHT, JR. Charchland, Va. This improved ventilated barrel is composed of an outer set of straight, parallel-elded staves whose ends are in contact, and an inner set of chine for stemming and cleaning raisins, a fixed and a wedge-shaped staves, arranged with their narrow and

wider ends alternating, the wider ones overlapping the narrow outer staves, the width of the respective inner and outer staves at the middle being practically the same, and the staves of one set being placed flat against the other so that their middle portions coincide, and beat to form a blige or convexity and produce the elongated co-

HAT-CASE OR VALISE,-NELLIE F, HURDEL, Man hattan, New York city. The hat-case consists of two similar parts hinged together, having secured in one side a longitudinal shaft, adapted to support a series of vertical, adjustable, hat-supporting arms arranged one above the other and provided with clamps. The shaft is hinged to one end of the case approximately near the hinge and provided on the other end with a lug to engage a recess in a spring on the opposite end of the case. The hat-case may be used in traveling-cases, shipping-boxes, and show-cases, or in closets and wardrobes.

SASH-FASTENER. - ALEXANDER FORIN, Nelson British Columbia, Canada. It is the object of this invention to provide a fastener which will operate to secure the sashes in closed position and also hold them at different elevations. The fastener comprises a bearing in the window-jamb at a point above the lower sash when it is closed. A pawl is rotatably mounted in the bearing and normally engages the lower such when the latter is raised, and is of such length that when turned down or reversed into vertical position its free point will abut against the mid-rail of the lower sash, so as to fasten the sash in closed position.

STOVE OR OVEN-DOOR LIFTER - MATHIAS Weixler, Louisville, Ky. It is the object of this inven-tion to provide the doors of stove-ovens and furnaces with an attachment for holding them closed and for assisting in closing them. The main feature of the inven-tion is found in a coiled torsion spring so arranged as to perform its natural function as well as to serve as a handle for opening the door. The spring so operates as to prevent slamming either in opening or closing.

SEWING-MACHINE SHUTTLE, - PERCY H. HE ITT, EDWIN A. COCKLE, and CHARLES MATTHEWS, Oak ley House, Spring Grove, Isleworth, London, W., England. The sewing-machine shuttle is open at the heel end, into which a removable cap fits. The cap and shuttle are provided one with a pin and the other with locking-slot, the inner end of the slot trending backward or toward the edge of the member containing it, so that the cap must be moved inward to release it. trend of the spring is transmitted to the cup through the spool. By this construction the disadvantages of complexity and expense are avoided.

WINDOW-BRACKET FOR CLOTHES-LINES. JOHN G. VON HOPR, Manhattan, New York city, To. easily hung upon a line without the necessity of the person's leaning out of the window, this inventor has vised a clothes-line bracket pivoted at one side of the

window and provided with means for securing the line to its outer end. A bar is pivoted to the outer end of the bar and is adapted to engage the inner side of the window-sash. A detachable bar connects and holds the swinging bar and the bracket from each other

PROCESS OF UNHAIRING SKINS AND TRANS-FERRING FUR, FEATHERS, HAIR, ETC., TO AR-TIFICIAL BACKINGS.—JOSEPH A. MALAISÉ, Avenue de la République 45, Paris, France. The hitherto-em-ployed methods for unhairing skins are objectionable, because the hair is often incompletely removed, while the depilatory medium being immediately in contact with the grain side (the finest part of the leather), inares the leather and causes it to lose its fineness. To vercome these objections, the inventor first applies to the hair side a coating of a substance to hold the hairs, then to the flesh side a substance serving to penetrate the skin to facilitate removal of the bairs. The hairs are removed and the roots coated with rubber. A backing is embedded in rubber, and the backing is connected with the rubber-coated face of the substance holding the bairs. The substance in which the hairs are embedd

WINDOW-SASH .- GEORGE T. SOPER, Far Rockaway, Queens. New York city. The sash is especially adapted for coach and carriage use and is so constructed that the covering will be preserved to a maximum extent and prevented from becoming loosened from the sash, The sash is furthermore so constructed that it will be prevented from rattling, so that even should it shake in the sashways, no noise will be produced.

WIRE BROILING-PAN. -THOMAS F. COONEY, Veranck. N. Y. The invention provides a skeleton, pan ilke dish provided with a handle and constructed of wires which are bent so as to form the outline of the derice and secured together by having certain portions bent about other portions. A broiler is thus produced which may be set into the stove, being supported upon the stove-top and which may be covered to prevent the

Designs.

CLOTHES-SPRING,-JAMES N. CARTER, McKinney. Texas. This clothes-spring is made of a coiled wire having its terminals in the form of side arms with loop-like handles. The device is noteworthy for its great superiority over the old-fashioned clothes pin and for the simplicity and cheapness of its construction,

WALL-PAPER. - HARRY WEARNE, Rixheim, Gerrany. Four designs have been issued to this inventor wail-papers, in which flowers and vines are con bined in various forms to produce a pleasing and artistic effect.

NOTE.—Copies of any of these patents will be furnished by Munn & Co. for ten cents each. Please state the name of the patentee, title of the invention, and date of this paper.

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(7775) C. H. B. asks: What is meant by the repeater of a telephone, and why is it so difficult to construct? A. A telephone, repeater is an instrument which will take up a message when it has gone as far as it can be heard on the line, and give it energy so that it can go as far again and still be heard as well as it was be-fore. In other words, it is to double the distance to which a message can be sent. There is a "repeater" which is used to connect a metallic circuit to a grounded circuit. This is not difficult of construction and is not probably what you refer to in your question.

(7776) H. I. asks: What are the prortions of corrosive sublimate, sal ammoniac and water for the purpose of depositing a very thin coat of mer-cury on articles which do not plate readily? A. The proportions of corrosive sublimate and salammoniac for the purpose of depositing a thin film of mercury upon ar-ticles to be plated is not a matter of any great importance. Water will not dissolve much corrosive subilimate. You may let it take all it can. If the solution is strong, the coating of mercury will be deposited sooner than if it is

(7777) H. B. writes: I am making an automatic circuit breaker for my battery plant, and I would like to ask a few questions in regard to the solenoid and the solenoidal coil. I want the solenoid to trip at 2 amperes; how is the coil constructed? What size wire shall I wind on the coil to be connected in series with the line? What shall I make the solenoid out of? A. Any calculations for an automatic circuit breaker would have very little value. The proper mode of procedure is to make the circuit breaker and then adjust the tension of the spring till the circuit is opened when the current has the strength you wish to set it for.

(7778) The A. & J. Co. writes: We believe there is in use a paper upon which brass will make a mark, something like a pencil mark. If you can tell us what this paper is, where it can be obtained, or who makes it, we will be greatly obliged. A. Paper prepared so that a brass pointer leaves a black mark on it. Dissolve % ounce pure sodium sulphide and 16 ounce sodium hyposulphite in I quart rain water; filter the solution, and with it uniformly moisten the surface of the paper; then dry the latter under pressure between clean ng paper. We do not know where it can be pur-

(7779) B. T. S. asks: 1. What are the temperatures of air and of the various gases when liquefice? A. The boiling point of liquid air at the ordinary pressure is 3126 degrees below zero Fah. Under the same condition oxygen boils at -297 Fah., and nitrogen at -317 Fah. The data for various gases can be found in Sioane's "Liquid Ali," price \$2.50 by mail. 2. What is the distance in miles from the behavior to the

TO INVENTORS.

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INDEX OF INVENTIONS

For which Letters Patent of the United States were Issued for the Week Ending

for the week Ending	
DECEMBER 19, 1899.	
AND EACH BEARING THAT DA	TE.
See note at end of list about copies of these par	ents.]
Advertising and display card, H. P. Kaufmann Advertising apparatus, F. C. Norton. Air compressor, automatic operating, G. E. Drum Air purifying and cooling apparatus, S. & F. D. Bangs.	629,679 639,598 639,539
Bangs. Alloy, aluminum, W. A. McAdams. Amusement apparatus, G. T. Woods. Animal trap, S. R. Kagarier Animal trap, J. B. Stout. Ash pan, Huff & Lotspeich.	639,600 639,602 639,246 639,310 639,392
Assembling machine, L. L. Harris	639,383 639,635 639,490
Air purifying and cooling apparatus, S. & F. D. Hangs. Hangs. All Many aluminum. W. A. McAdams. All Many aluminum. W. A. McAdams. Alumal trap. J. B. Kasarier Animal trap. J. B. Stout. Ash pan, Huff & Iotspeich. Assembling machine, I. I. Harris. Autographic register. W. E. Van Ame. Autographic register. W. E. Van Ame. Automobile, T. R. Almond. Bag. See Mail bags. Bag bolder, Rippon & Phillips. Bag bolder, Rippon & Phillips. Bag bolder, Rippon & Phillips. Bale cotton press, cylindrical, L. Anderson. Baile ie machine, E. M. Tousley. Bandage, suspensory, G. A. Mattern. Bartery, See Secondary battery.	630,292 639,495 639,491 639,467 639,260 630,606
Bed and seat bottom, spring J. F. Gail 631,222 to	639,234
Bristol. Bending machine, Filstrup & Sennet. Blevele, H. F. Henderson.	639,513 639,221 639,567
Bicycle attachment, S. H. Law. Ricycle brake, J. La Burt Ricycle brake, and constant W. Morris	639,588 639,408 639,265
Bicycle chain, C. B. Holmes	639,575 639,295
Bicycle frame rear bracket, J. S. Copeland Bicycle pedal, J. F. Srauffer	639,531
Bell striking mechanism, F. A. Scranton. Belt fasteners, manufacturing, W. H. & E. H. Bristol. Bending machine, Flistrup & Sennet. Bleycle, H. F. Henderson. Bleycle, H. F. Henderson. Bleycle tratchment, S. H. Law. Bleycle brake, J. La Burt. Bleycle chain, C. B. Holmes. Bleycle pedal, J. F. Srauffer. Bliliard cue chalk holder, C. A. & G. W. McLarty. Blinder, temporary, W. M. Bassell. Boller. See Sectional boiler. Steam boller. Boller, B. Holt. Book covering, W. H. Smalley. Book holder, T. J. Gary. Book rost, adjustable, Davis & Hall. Borting machine, C. Nielson. Bottle, non-refiliable, U. I. F. M. Canada. Bottle, non-refiliable, U. I. F. Harden. Bottle, non-refiliable, C. J. Nesbitt. Bottle stopper, H. S. Brewington. Bottle washing apparatus. C. Groterjan. Bottle washing apparatus. C. Groterjan. Bottle washing apparatus. C. Brewington. Box Billing and covering machine, W. H. Butler. Box Billing and covering machine, W. H. Butler.	639,517 639,427 639,297
Boiler, B. Holt. Book covering, W. H. Smalley.	639,390 639,451
Book holder, T. J. Gary Book, indexed, A. L. Yates	639,370 639,487
Book rest, adjustable, Davis & Hall. Boring machine, C. Nielson. Rottle non-restliable I. T. M. Canada	653,604
Bottle, non-refiliable, W. I. F. Harden	639,562 639,271 639,693
Bottle stopper, H. S. Brewington Bottle washing apparatus, C. Groterjan Bottle wrappers, machine for making, C. G. Beid-	639,347 639,378
Brace. See Shoulder brace. Bracket. See Shade and curtain bracket. Brake See Bicycle brake. Car brake.	
Brace. See Shoulder brace. Bracket. See Shade and curtain bracket. Bracket. See Shade and curtain bracket. Brack See Bicycle brake. Car brake. Bridge girder or beam, A. Vierendeel. Brush, C. N. Broderick. Brush, C. L. Goebring. Brush, rotary, Condon & Ham. Bung, carbonic, G. Lejeune. Burner. See Gas burner. Hydrocarbon burner. Vapor burner. Button setting machine, Stanley & Warner.	639,676 639,320
Brush, E. N. Broderick. Brush, C. L. Goebring.	639,348
Bung, carbonic, G. Lejeune	639,412
Vapor burner. Button setting machine, Stanley & Warner	639,456
Button setting machine, Stanley & Warner Button, uphoistering, W. Consoer. Buttoner, G. F. Salisbury Labinet, paper, J. T. Hoyt. Cables, wire ropes, etc., apparatus for holding, J.	6389-6967
Carpenter. Caliper attachment, B. M. W. Hanson. Calipers and valve setting device, combined L. R.	639,5 20 639,5 0 0
Can holder and protector adjustable milk C st	639,249
Abbe. Cane mill, B. B. Roberts.	639,645 639,436

Case and vary of the second device, competition, it is	- nemen i
Kern. Can holder and protector, adjustable milk, C. S.	639,
Can holder and protector, adjustable milk, C. S.	
Abbe. Cane mill, R. R. Roberts.	639,
Cane mill, R. R. Roberts	639.
Car brake, H. S. Goughnour	4289.
Car brake, J. Lyker	6009
Car brake J. Lyker Car brake adjuster, C. V. Rote	630
Car center plate, railway, C. F. Street	639,
Car center plate, ranway, C. F. Street	CHESTA
Car coupling, C. D. Horgan Car coupling, F. H. Wendt. Car fender, W. Jackson. Car grain door, freight, E. W. Morten.	69006
Car coupling, F. H. Wendt	tass,
Car fender, W. Jackson	65354,
Car grain door, freight, E. W. Morten	639,
Car, railway, A. Amiotte. Car, railway, J. M. Jones. Car roof, D. Watson. Cars. antifriction bearing for railway, J. E. Nor-	(639.)
Car. railway, J. M. Jones	639.
Carroof D Watson	ACCURA!
Care antifriction bearing for religion I If Non-	CHOCK
Cars, antiffiction bearing for failway, J. E. Nor-	comes .
wood. Carrier. See Equipment carrier.	6904
Carrier. See Equipment carrier.	
Carbonating apparatus, Tufts & Hopkins, 639,631,	
to	639,6
Carbureter, W. J. Anson	639.5
Carbureter, W. J. Anson. Carbureter, H. Wolpert	1530 4
Carriage, baby, S. McGaughey Carriage, child's, W. H. Holmes Carriage, motor, F. C. Hirsch Cartridge testing apparatus, P. Pondorf	(200,4
Carriage, Daby, S. McGauguey	1000741
Carriage, child's, W. H. Holmes	CERTIFIC S
Carriage, motor, F. C. Hirsch	600,2
Cartridge testing apparatus, P. Pondorf	6633,4
Cash register, Peterson & Eberhardt	6339,4
Chain adjustment, M. F. Taintor	65004,4
Chair See Folding chair.	
Chair. See Folding chair. Chopping machine, food, Steinhorst & Seiselmeir	630.5
Charm W Zanken	42500 S
Churn, W. Zonker Cigar machine. T. E. Carpenter Cigarette making machine. E. T. Gilliland Circuit breaker or line opener, F. C. Robortson	ACCION O
Cigar machine, T. E. Carpenter	690076
Cigarette making machine, E. T. Gilliand	638,6
Circuit breaker or line opener, F. C. Robertson	630,6
Clevis, plow. W. Clark	(510),5
Clock setting mechanism A M Lane	1699.5
Cleak striking A M Long	40904.0
Clock, Striking, A. M. Lane	1830, a
Clock striking mechanism, H. W. J. Borin	150007, 4
Clock winding indicator, A. Tucker	099/1
Clash, See I (New Y. Clark. Clock setting mechanism, A. M. Lane. Clock striking, A. M. Lane. Clock striking, A. M. Lane. Clock striking mechanism, H. W. J. Rosin. Clock winding indicator, A. Tucker. Clocks or watches, regulator for hair springs of,	
Closet, C. H. Lawrence	639,5
Cloth stretching machine, A. Ashworth	639,4
Closet, C. H. Lawrence Cloth stretching machine, A. Ashworth Clothes line fastener, G. A. Weber	639.6
Clothes nin W L Martin	40359.5
Clothes pin. W. L. Martin. Clothes rack, J. Q. Adams.	1539: A
Cook C O D Klopp	630,4
Cock, G. O. H. Klopp Coke ovens, apparatus for leveling coal in, O.	000,3
Coke ovens, apparatus for leveling coal in, O.	comm. W
Hilgenstock	639.5
Collar protector, J. B. M. Clevenstine	639,2
Hilgenstock. Collar protector, J. B. M. Clevenstine Compass for drawing conic sections, W. Ziethen Composition of matter, G. W. Bailey	639.4
Composition of matter G. W. Railey	6399.4
Conduit nlow R M Hawlett	430.9
Conduct prow, Es M. Hewitte	100000-00
Cooking cotton seed, process of and apparatus	000 E
IOF, W. H. COOK.	1989.0
Conduit plow, E. M. Hewlett. Cooking cotton seed, process of and apparatus for, W. H. Cook. Coop, folding, Thomsen & Jorgensen. Corn husker and fodder shreader, combined, A.	559,6
Corn husker and fodder shreader, combined, A.	
Rosenthal	639,6
Corn husking and cutting machine, A. Rosenthal.	1239.6
Cornet, A. Klein.	630.5
Rosenthal Corn husking and cutting machine, A. Rosenthal. Corset, A. Klein. Corset stay, M. E. Thompson.	A SECTI
Cottor pin A. R. Anthony	639.7
Cotter pin. A. R. Anthony Cotton bearer safety locking device, J. O'Connell	60,000,40
Cotton compress T. J. Griffin (reissne)	11.7

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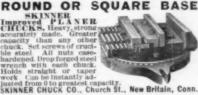
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Ore pulverizer, railway, H. Mana...
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(Continued on page 488.)

427 Disinfecting device for water closers, etc., J.
Sommer.
Disintegrator, K. Kreiss.
Disintegrator, K. Kreiss.
Ditch check, portable expansion, O. D. Shisids.
Door or gate hanger. K. D. Bradford.
Door or gate hanger. K. D. Bradford.
Drill. See Metal drill.
Blectric cane. w. N. Shevman
Electric crane, w. N. Shevman
Electric or other wire coupling. R. Thompson.
Electric transformer, Loring & Clark.
Electric at transformer, A. F. Berry.
Electrical transformer, C. Brander, See Electrical transformer, See Water elevator.
Elevator, A. Ibleufeldt.
Elevator and conveyor, E. C. Berghoefer.
Elevator and conveyor, E. C. Berghoefer.
Elevator and conveyor, E. C. Berghoefer.
Elevator, See Fluid pressure engine. Gas engine.
Pumping engine. Rotary engine. Seeam engine. Disinfecting device for water closets, etc., J. Elevator, A. Interfeld.
Elevator and conveyor, E. C. Berghoefer.
Sugine. See Fluid pressure engine. Gas engine.
Sugine. See Fluid pressure engine. Gas engine.
Comping ongine. Rotary engine. Steam endine.
Engine wheel. traction, L. H. Seely.
Equipment carrier, C. P. Nutter.
Faucet, J. B. Woodworth.
Faucet, J. B. Woodworth.
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Feed water heaster, L. Carrer.
Fence wires, machine for attaching pickets to, J.
B. Carpenter.
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B. Carpenter.
Fence wires, M. B. Woodworth.
Filtering tunnel, W. S. Keene.
Firearm, recoil operated, P. Mauser.
Firearm, recoil operated, P. Mauser.
Firearm, recoil operated, P. Mauser.
Firearm, escape, M. H. Dooly.
Fire escape, J. Suidiling.
Fire escape, J. . 639,300 639,621 mer uss grinding and polishing machine, plate, M. R. Welty Glass grinding and polishing machine, plate, M.
R. Welty
Glass pipe, apparatus for manufacturing, J. W.
Bonta
Go cart, folding, E. Depersenaire
Governor mechanism, R. Shirreffs.
GS2,53
Grain spout, G. H. Birchard
Graphophone, G. T. Snallwood.
Graphophone, G. T. Snallwood.
Graves, receptacles used in constructing, H. D.
Cameron.
Grinding machine, tool, A. Van Dilleubeck.
GS2,53
Guns, apvaratus for adjusting elevation of, J.
Krone.
Half-tone plate and making it, G. W. A. Abelmanu. Half-tone plate and mann.

Hanne fastener, J. H. Cutliff. 689,535

Hammer, power, H. G. Dittbenner. 699,538

Hammer, power, H. Whomes. 689,408

Hanger, See Door or gate hanger. Meat H A beercombie.

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key. See Hand shears. Pruning shears.
See Hand shears. Pruning shears.
Forace, A. Scott.
See threaders. H. Bron.
See threaders. H. Bron.
nall strips, apparatus for making, H. H.

ng machine, m. Grant of the machine, m. Grant of the m. Grant See Bottle stopper. Spindler.....

ie trainsfer board, F. B. Coos...
ie systems, apparatus for, F. B. Coos...
pling, W. A. Lapp.
pling, G. B. Lutz.
hiele, C. A. Bay
nitway, G. A. Hinkle...
cture and tiles therefor, F. L. O. Wads-

recture and tiles thereis.

the cushioned pneumatic vehicle, E. Kempcushioned pneumatic vehicle, E. Kempushloned pneumatic vehicle, E. Kemp.

(SR, 38, 69, 60)

(rinker, T. R. Pangle. 69, 277)

(ive inserter, A. Whisler. 69, 277)

(ive apport and air pump. E. Gabel. 69, 532

o pless. nicotin extractor and smoke

ler for, P. Johnson. 689, 531

onbination, W. A. Hauger. 69, 562

older. Normand & Hyde. 69, 562

older. Normand & Hyde. 1, Gathmann. 630, 237

li, L. W. Campbell. 69, 564

oshell for high explosives, L. Gathmann. 630, 237

anding device, car. A. L. Sprague. 680, 635

on mcreasing device, 8, Woodall. 689, 634

See Animal trap. Overflow trap. 59, 634

D. Oluncer. 680, 638

680, 339

680, 339

680, 339

680, 339

680, 339

680, 339

680, 339

680, 339

680, 339

orting device, D. F. Pre-

(Continued on page 431)

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				,	
ILLUSTRATIONS.	Drier, drum, rotary 200	Matsushima, cruiser 6	5 Turbo-alternator	Atmosphere of the earth 33	0 Calcium
- A	Drill, miner's. 100 Driving mechanism for gins. 315 Duster, insect powder	Mauna Loa in eruption	Turbo-alternator	Automobile, acetylene gas '31 Automobile ambulance 19 Automobile, carbable acid gas 2 Automobile in ('entrai Park 348, 35	California national parks 397
Acetylene gas burner 116 Acetylene gas generator . 148, 331	E Earthquake in Alaska 405	Menu card. novel. 202 Mergenthaler, Ottmar 314 Meteors, region of the 275	Valve, safety, new 308	Automobile in Central Perk. 343, 35 Automobile Club of America. 28 Automobile cup. the Automobile, electric. *10 Automobile, electric. Riker. *24 Automobile borse cart. 7, 7 Automobile industry. 1	6 Camera doublets, large
Acetylene gas burner. 116 Acetylene gas generator 148, 531 Acetylene gas works, destruct 281 Acetylene generator, auto. 228 Acetylene lamp, portable. 277 Africa, South, scenes is 384 Agathannus sphenocers; 99	East River tunnel. 10 Relipse of the sun. 267 Eidograph 17	Mohi snake dance	Vaive, slide, new 347 Vehicle, electric. 244 Vencedor and Canada, yachts. 256 Verde antique quarry 360 Victoria, acetylene gas. 313 Volta, Alessandro 57	Automobile, electric, Riker*24 Automobile horse cart	Canal betw. Riesa and Leipsic 295 6 Canal boats, steel
Agathanmus sphenocerus 21 Air, compressed, traction, 177, 184, 185	Electric effects, novel. 171 Electro-cycle, Eastman. 58 Electrographs. 228, 229	Monitor Puritan. 217 Monasaurs. 318 Moth, gypey. 318	Victoria, acetylene gas	Automobile mail delivery 36	Canal, isthmian, note on 4
Air compressor	Barthquake in Alaska 466 East Hiver tunnel. 10 Kellpse of the sun. 267 Eidosraph 177 Electric effects, novel. 171 Electric effects, novel. 172 Electrographs. 282 Electrographs. 283 Engine, dividing. 84 Engine, dividing. 84 Engine, high speed. 280 Engine, high speed. 280 Engine, high speed. 280 Engine, high speed. 380 Engine, rotary, calithan's. 286 Engine, rotary, calithan's. 386 Engine, rotary, sew 187 Engine, rotary, now 187 Engines, rotary, 181 Engines of the Wisconsin. 185 Engines, rotary. 181	Motion, perpetual. 388 Motor trucks. 388 Motor, water and air. 69 Mowing machine, sickle grinder. 48	W Wagon hose, electric,	Automobile nows 0 5/ 70 00	2 Canal looks, 8t. Lawrence 386 Canals, St. Lawrence 386 Canals, St. Lawrence 385 Canals, swetern view of 158 Cancer, origin of 7 Candlesticks, white metal. 46 Cape Colonna 25 Carvan tes, Russian 151 Cartide works, explosion 39 Carbon, resistance of 19 Carbons, manufacture of 186 Carbons, manufacture of 186 Carbons, manufacture of 186 Carbons manufacture of 186
America, yacut. 248 Ammunition, cordite. 124 Apparatus, Volta's 57, 58 Aqueduct, Wachusett 296	Engine, hydraulic, John's. 69 Engine, rotary. 148 Engine, rotary, Calliban's. 218	Mungsten bridge 168 Museum, Botanical Garden 361	Wagon hose electric. 40i Wagon tongue support. 84 War charlet. 231 Water cooler. 23 Water cirisking, cooling 164 Water formation from hydrogen. 36	231, 246, 263, 282, 299, 316, 331, 343, 35 Automobile owners in Europe 17 Automobile parade, New York . 33	Cancer, origin of
Aqueduct, Wachusett 226 Arch. Dewey. 127 Arch, train shed, moving 51 Armament for battleships 169 Armorelad Heart Quatre. 377 Armor plate, American. 344 Anabet bridge. 368	Engine, rotary, new	N Naosanrus claviger	Water, drinking, cooling 104 Water formation from hydrogen, 300 Water, synthesis of 300 Water wheel, turbine 84	Automobile for physicians	Carbons, resistance of
Armorelad Henri Quatre	Exposition, Export, National	Naosaurus claviger 71	Water formation from hydrogen. 389 Water, synthesis of . 389 Water wheel, turbine . 389 Water wheel, turbine . 329, 286, 244 Whater works, Boston . 229, 286, 244 Whaterow, Grees . 129 Wheel, traction . 381 Wheel, traction . 381 Wheel, traction . 381 Whole, traction . 381 Whole, traction . 381 Whole, traction . 381 Whole, traction . 381 Wind. action is a sales . 372 Wisconsin, battleship 317 Wisconsin, engines of . 350, 369 Wood fireproofing plant . 138 Writing on water . 388	Automobile news	Carbons, manufacture of
Asama, cruiser. 90 Atlanta, cruiser, reconstr	Engines, rotary 181	Niagara Falls power plant 36 Niagara power plant 49, 56 Nitrogen preparation 360	Wind, action on sails	Automobile sweeping machines. 74 Automobile, transcontinental. 25, 54, *77 Automobiles, Paris Exposition. 43	Car, trolley, brake wanted 162 Car, trolley, disaster
Asabet bridge Asama, cruiser, econstr. 417, 434 Automobile, acetylene gas. 313 Automobile, a racing. 277 Automobile, electric. 140 Automobile, electric. Riker. 344 Automobile, electric. Riker. 34 Automobile, transcontinental. 75	Feedwater apparatus	Noses, a contrast in 165	Wisconsin, engines of 285, 389 Wood fireproofing plant 136 Writing on water	Automobiles, Paris Exposition 45	Car, electric, Corea
Automobile, transcontinental is		Oceanic and Great Hastern200. 201 Octopus, a large	x	Babbitt metal, melting	Cars, Third avenue line
Ball bearings	Fire fighters, San Francisco	Ocennic and Great Hastern 200. 211 Octopus, a large 180 Oli retaining journal 280 Olympia at Trieste 118, 191 Olympia, cruiser 200 Omelette, the magician's 201 Optical apparatus, lighthouse 201 Ortron, Edward 182 Ortron, Edward 183 Ostrich as beast of burden 411	Xiphopages	Balance, gravity, a new	Cartridge she'l loader
Barrow, a two-wheeled 188 Basin, U. S. experimental 17, 25, 26 Basket strip cutter 309 Battery, monitor 186	Fishes, photographing 362 Flagstaff, painting 20 Flash light lamp 367	Optical apparatus, lighthouse 341 Oregon, battleship 216, 217 Orton, Edward. 128	Yacht racing. International225, 243, 246, 249	Barbers, French, progressive. 156 Barometer, camphor. 30 Barrow, a two-wheeled. 150	Cariar, manufacture of
Battle charlet	Fish, kelp. 435 Fish, waking 58 Fishs, sphotographing 362 Fishes, photographing 362 Fispstation 57 Fishes in the fisher 58 Fishes in the fisher 58 Fishes in the fisher 58 Fishe sipper, Fishing's 84 Fountain, quiessilver 430 Feel gas 504	Ostrich as beast of burden 411	Yachting on great lakes	Basin, U. S. experimental	Census Bureau, new home 135 Centerboard, in keel. 2187 Centerboard, maning of the 18
Bearing roller, Grant. 197 Bearing roller, new . 212	Fuel gas 104 Fuji, battleship 73	Painting flagstaffs. 30 Palaces of Paris Exposition 37	MINORITANI	Battery, Monitor, the	Century, twentieth, calendar, facts
Ball bearings. 8 Baltimore, cruiser 99 Barrow, a two-wheeled 18 Basin, U. S. experimental. 17, 25, 26 Basket strip cutter 196 Battle chariot. 251 Battle ship Kearsarge 35 Battleship Kearsarge 16 Gean clock, a. 136 Bearing roller, Grant. 197 Bearing roller, new 212 Bearings, ball 8 Bearing to Grant. 26 Bearing to Grant. 27 Beller (196) 8 Bearing to Grant. 296 Beller (196) 8	Garden, Botanical, New York 361 Gas burner, acetylene 116	Painting flagstaffs, 39 Palaces of Paris Exposition. 367 Paris, steamship, loss of. 24 Patagonia, explorations in . 321, 328 Peal justion industry. 31 Phaston electric 334	MISCELLANY.	Babbitt metal, melting	Cars, clectric, Belgium. 40 Cars, Third avenue line. 889 Carpet, the holy. 889 Castner, Hamilton Y. 846 Castner, Hamilton Y. 846 Castner, Hamilton Y. 846 Carlar, manufacture of. 402 Cavite, repairing vessels at. 422 Carment, hydraulic, ancient. 487 Cement-lined iron pipe. 489 Century, twentieth, calendar, 587 Century, twentieth, calendar, 582 Cercus granteus 582 Cercus granteus 582 Cercus granteus 583 Chart of world, a new 587 Chart of world, a new 587 Chart of world, a new 587 Chinese, facts about 589 Chinney top and cowl 584 Chiorides in sea air. 589 Chinney top and cowl 584 Chiorides in sea air. 589 Chinese, magnetic. 582 Clay grantee grantens 582 Clay pipe for gas mains, 582
Bicycle bell 7 Bicycle, chainless 201 Bicycle gear 6	Clas conceptor analysis 240	Phaeton, electric. 334 Philadelphia subway 257, 261 Photography of the stomach. 371 Pier at Port Los Angeles. 256	Figures preceded by a star (*) refer to illustrated articles.	Bearing, roller, Grant	Cheese, facts about
Bicycle, chainloss	tan geotrator, acceyrence. 386 Gan puriflers 104 Gear, bicycle. 5 Generator, gas. 105 Geotrator, gas. 105 Geotrator, gas. 105 Geotrator, gas. 105 Geotrator, gas. 105 Greytown Harbor, map of 368 Grinder, sidentification of 378 Grinder, sidentification of 378	Pier at Port Los Angeles 250 Pipe cutting tool. 52 Piow, Panillips 276 Piow, Phillips 250 Polyphone, the 160 Porto Bleo, hurricane in 250 Prince Luist of Savoy 75 75 75 75 75 75 75 7	Accumulators, heat	Bedroom, evolution of	Chimney top and cowi
Boat, canal, steel	Geyser, remarkable 27 Great Eastern and Oceanic 20, 201 Greytown Harbor, map of 278 Grinder siekle 448	Polyphone, the	Accumulators, nest all Accione developer	Bell, time, new	City of Rome strikes iceberg. 182 Clay eating. 282 Clay pipe for gas mains. 259
Boiler, Baird's	Greytown Harbor, map of 278	Prince Luigi of Savoy. 75 Pulley, ciutch, O'Brien's. 260 Pump governor, automatic. 420 Purifiers, gas. 104 Puritan, monitor. 217	Acetylene gas generator. *148 Acetylene gas generator, new*314 Acetylene gas in Hungary375	Belt grease. 55 Bicycle bearing, St. Louis'	Clock, bean, Mexican
Bridge Archet	Gypsy moth, the	R	Acetylene gas plants	Bicycle, chainless	Coal, exhibit, Amer., at Paris 190 Coal, spontaneous combustion 170 Coast defenses, New York's 291
Bridge, Asabes 252 Bridge, Brooklyn, illumination. 25 Bridge, Brooklyn, illumination. 25 Bridge, Mungaten 16 Brooklyn, cruiser 26, 217 Brooklyn, celestric. Bridge, 16 Brooklyn, celestric. 170 Burtalo in anow 77 Burtalo in anow 77 Burtalo in anow 77 Burtalo in anow 77	Harger, grindstone	Railroad, Trans-Siberian. 129, 136, 137 Railway signals	Acetylene imp, portable. 977 Acetylene lighting of cars. 71 Acetylene motor wagons. 813 Acetylene, non-explosive. 90 Acetylene w.rks, destruction. 981	Bicycle puth, trouble with. 310 bicycle ride, Murphy's. 34 Bicycling, fast. 41 Bicycling, fast. 41 Biclide, a shower of 379 Bigad Birasino, the 351 Birds nesting on the sea-hore. 385 Birds nesting on the sea-hore. 385 Birds nesting on the sea-hore. 385 Birds nesting on the sea-hore. 387 Birds nesting of the sea-hore. 387 Birds nesting on the sea-hore. 387 Birds nesting of the sea-hore. 388 Birds nest nest nest nest nest nest nest nes	City of Rome strikes toeberg. 182 Clay eating. Clay pipe for gas mains. 259 Clock, ben, Mexican. 123 Cloth pressing, new system 119 Clatch pilley, O'Brien's. 190 Coal, artificial. 119 Coal, exbibit, Amer., at Paris. 159 Coal, spontaneous combustion. 170 Coast defenses, New York's. 291 Coaster, automatic. 251 Cocca pain. 252 Coils and Strikes. 252 Coils and College of the College
Brougham, electric. 101 Buffalo calf. 879 Buffalo in snow. 879	Hadrosaurus mirabilis 2 Hanger, grindstone 6 Hashidate, cruiser 7 Heating, water, electric 9 Henry Quarter, armorciad 37 Henry, Joseph 45 Herbarium, Botanical Garden 31 Herbarium, Botanical Garden 31	Raieigh, cruiser	Acid, chromic 407 Advertising, government, France 256 Advertising, public, abuse. 268 Aeroplane, accident to a 250	Bielids, a shower of	Cold box and water cooler
	Herbarium, Botanical Garden 361 Home of Joseph Henry 408 Hoop strip cutter 300	Railroad, Trans-Siberian. 128, 136, 137 Railway signals. 377 Railways of the world 401 Raileub, cruiser. 302 Ray, X. delusion. 372 Reservoir, removal of. 132, 132 Reservoir, removal of. 132, 132 Reservoir, removal of. 356 Roenigen ray delusion. 372 Roiler bearing, Grant. 197 Roiler bearing, Grant. 197 Roiler bearing, Grant. 197 Roiler bearing, 137 Roilers, moid for. 352	Aeropiane or airship?	Block signals note on 135	Collisions at sea. 5 Color bhotography, amateur. 24 Color photography, amateur. 34 Color printing machine. 48 Columbia and Snamrock. 416
C	Heroariun, Botanicai Garcen. 301 Home of Joseph Henry. 408 Hoop strip cutter. 300 Horse, the Trojan. 302 Hose wagon. electric. 404 Hurricane, Porto Rico. 200 Hydrogen, phosphur., rings. 360	Roller bearing. Grant	Africa, our trade with 188 Africa, South, future of 42, *38 Aged, the, temperature of 184 Agriculture, experiments in 33 Agriculture, experiments in 33	Boat, submarine, Holland119, 346, 376 Boat, torpedo, Holland	Columbia and Snamrock *108, *264 Columbia and Shamrock docked . 342 Columbia, success of
Cab, electric, Jeantaud Sal Cactus, a giant. 288 Calorimeter, respiration 85	Hydrogen, solid, apparatus 331	1	Agriculture, year's progress 346 Air brake decision 74 Air, compressed, traction 184 Air, liquid, as an explosive 179	Boats and sails. *266 Boats, canal, steel. *132 Body, the, as caloric machine. 235 Boers and the giraffe. 236	Commerce, lake, problems in 354
Camera biograph	Ice manufacture	Sails and boats	Air, liquid, promoting, 258	Boers and the giraffe. 259 Boller explosions, theory 377 Boiler explosions theory 377 Boiler feed apparatus 3615 Boiler scale and rainfall 286 Roller tests, note on 190	Commercia need, a. 82 Como Expos tion, cestruction 108 Conduit crossing, new 222 Conduit, double, railway 250
Car, trolley, disaster	Hinois. 217 Inducator, letter box 340 Induction cods, Henry's. 448 Ink well, suspended 214	San Nicolas Island	Air resistance question 102 Air ship, German, g-eat 211	Boiler with removable fire box *260 Boiler, locomotive, new	Congress, Scientist, Columbus. 163, 179 Consumption, death rate
Cartridge shell loader. 389 Castner, Hamilton Y. 3 346 Cave, manufacturing in 3 39 Centerboard, fin keel. 188 Cercus gigantens 365 Cercus gigantens 365 Chicago, cruiser. 33 Chimney top and cowi 164 Chitose, cruiser 77	Induction coils, Henry''s 485	Screw machine, automatic	Alaska discoveries in 91	Boilers, water tube, for warships. 5 Bonner, Robert, as compositor. 5 Book, letter, pneumatic. 377 Books, ornamentation of	Consuls, Origin of the
	Isthmus, Catalina Island 780 Itsukuskima, cruiser 78			Bore, the, at Moncton	Consula German, reports
Clock, a bean, 138 Clutch pulley, O'Brico's, 200	Jig file, new 190	Statues, changing scale of		Bottle closure 74 Brake, air, decision 74 Brake, back pedaling 401 Brake, trolley car, wanted 102 Branding instrument 347	Coral blue, coloring matter. 75 Cordite ammunition. 922 Cork, compressed, uses of 355 Corn crop, big, ways of using. 194 Corn crop, world's, 1899. 406 Corn stalks, products of 198
Coaster hub, new 229 Coffee, electric heating 91 Columbia and Shamrock 107, 384 Columbia disabled, 97			Amber, German	Bridge, a stage	Copper mines of Maine. 225
Columbia disabled. 77 Culumbia, the. 248 Culumbia, the. 248 Cold box, bome-made. 258 Collision, railway, curious. 354 Coucord, gunboat. 390 Couduit-crossing new. 392 Coolling appar, for water. 164 Cordiffe ammunities. 122	Kangaroo, boxing	Sulphur, experiment with 310	Anzesthetics and secus 401	Bridge destroyed by electricity 198	Countries of the globe
Conduit-crossing new	Kentucky, battleship			Bridge, steel, life of a	Crime of a century
Courthouse going to court 347 Coyote, the	Lamp, acetylene	Pakasalo, cruiser	Apparatus, optical lighthouse, *340	Bridges, railway, Japanese	Cruiser Chiongo. *20 Cruiser New Orleans 4 Cruisers, bids for accepted. 38 Cruisers, Denver class 256 Cruisers, faulty features in 118 Cruisers are received in 120
Cruiser Asama	Letter box indicator	Fea growing, experimental 120	Apples, American	Bronze bottoms for vata	Cruisers, faulty features in
Cruiser Chicago	Lighthouse, Romer Shoals 340	Pelescope, great, of Paris 289, 286 Pightener, fence wire	Arch, the Dewey	Browns as germ breeders 51	Cruisers, new, pronosed
	After by Yonk 64 (Alfe buoy. 146 buo	Time stamp, pocket	Armor-clad Henri Quatre *317 I	Sunsen, Robert, death of 131	Cuba, financial problems 194 Current electrostatic 228 Curio factories 42 Cycle, electro, Fastman *52
D	ocomotive, road. 68	Fraction, compressed air177, 184, 185	Armor plates for bank vaults 5	Bureau of Steam Engineering 823 Burner, gas, acetylene *116	Cycle, electro, Fastman
Dam, Wachusett 290 Dance, snake, Moki. 161 Darring machine. 38 Denver, cruiser 140 Deutschland crankshaft 100	m	Train shed arch, moving	Army transport service	luttor, pearl, industry 86	D
Deutschland, steamer. 11 Dewey, Admiral at Trieste. 113, 121 Dewey, Admiral, at Trieste. 113, 121	Magnet, intensity	ricycle, electric 52 rolley car disaster 117 ruck, acetylene gas 313 rucks, motor 386	Armor question, to	Cable, electric and borse cars 290	Dalmeny experiments
Deutschland, steamer. 11	Magnetic apparatus, Henry's	'unnel, Phisadelphia	Assouan dam, work on	ables of East River Bridge	Dawson, Sir W., death of
so-ugines attragation, writes of see (a					

430	
Declination, magnetic	Fruits atones by sproduce Fruits, American, Pari Puel, eds. Fuel, eds. Fuel value of cereals. Fuel value of cereals. Fuel value of cereals. Futlon, monument to. Funsi, hyphs of Furniture, American e Furniture preservative Gamblers. Navaho Garden, Botanical, Ne Garden, Botanical, Ne Garden, Botanical, Ne Gas hourser, acctylence, Gas, carbonic, in fires Gas fuel. Gas mains, clay pipe fo Gas works, explosion of Gear, bicycle Goma of the lake regio Goology, teaching, app Geveer, a remarkable.
Dynamite, wood flour in 148	Gibraltar tunnel, prope Gila monster, bite of Gins, driving mechanis
E	Glass, armored
Barth fresh, odor of Barthquake. Alaska, late. 405 Barthquakes in Asia Minor 204 East River tunnel. 70 Ebony of the ancients. 126 Eclipse of sun, coming. 77 Education for young men. 77 Education by c-rrespindence. 77 Education for young men. 78 Education for selle and for young men. 78 Education for its for its for its for young men. 78 Education for its for its for its for young men. 78 Education for its for malles. 78 Education for Ediel tower 806 Emerated crass in Colombia. 77 Emery wheel, a large. 18	triass, sneet, manurace, cilassow, Amer, equion dold, detecting, new in dold, detecting, new in dold, detecting, new in dold product in of 1888 Governor, pump, auton Grass, electric destruct. Grasses, fruit of, Graving dock, curious, Great Satsern and Ocea Great Britain, indust, if Great Sail Luke, stocking Great Sail Luke, stoc
Elevator, the first. 165	н
Engine, dividing news. Shadne, ed of century. All Shadne, ed of century. Shadne, ed of century. Shadne, bigh apoed. Shadne, bigh apoed. Shadne, solary. S	Hauser for grindstones, harbors of Sc. Californi Hardening nowder for a Havena, improvement of Havana, water supply of Headache powders, deal Heating, electric, in a heating, electric, in a heavens in August Heavens in November Heavens in October Heavens in October Heavens in September, Ueilopura, bise color of Henri Quatre, armor-classers, but color of Henry Coseph Heavens in September, Heavens in September, Heilopura, bise color of Henri Quatre, armor-classers, Joseph Hestory repeats itself, thoney birds.
	Honey birds. Hoop cutting machine Hop picker wanted

races valley Railrold 20 bition, Photographic 225 naton, thermal 247 dition, Antarctic, Belgian 359	Hospital carps men, instruct. Hospital train, English
dition, anthropological. 123	Hospital train, English. 4 Howitzers, field, practice with . 2 Hub, coaster, "New Departure" "2 Human doubles "2
dition, northern light. 199 lition, Patagonian 170 dition relief Pearv 56	Human doubles 2 Hurricane, Forto Rican 2 Hurricane, wind velocity in 1 Hymeinth peat, the
dition relief. Peary 56 ration. Antarctic 132 ration in Patagonia 528 rations in New Mexico 236 sion, gas, destructive, 957	Hyacinth peat, the Hydrogen jet, igniting 3 Hydrogen, jet of, igniting B Hydrogen, liquid 3 Hydrogen, liquid 3 Hydrogen, liquid ign of
mion, gas, destructive	Hydrogen, liquefying. Hydrogen, production of.
rt Exposition	Hydrogen, production of 3 i ydrogen, solid 2 Hydrogen, solidified 2 Hydrogen, solidified 3 Hysteria and yacht racing 2
sitions at Paris 91 sition, Export 210, 2212 action in Turkey, proposed, 1/3	1
sition, National Export	iceberus of north and south 11 Ice-breaking steamer, new 1
saives, bigh, firing 82 saives, modern. 165 rt Exposition. 210, 212 sition, a Southern 68 strions at Paris strion. 220, 212 sition, a Store, proposed. 155 strion, National Export. 772 sition, Paris, cribidis. 210, 212 sition, Paris, cribidis. 210, 212 sition, Paris, progress. 244 sition, Paris, progress. 244 sition, Paris, progress. 244 sition, Paris, some features. 48 hird, of man. 418 hird, of man. 250, 277	lce manufacture, new system of, il Indicator, letter box. "Manufacture, letter box." Industrial Commission. If Ink, red. indelible
ght of school children 259, 727	Ink, red. indelible Ink, typewriter, poisonous. Ink weil, Hayne. Inopportune, a genius for the. Insect powder duster. Insects, can they count?
F er work of Hawaii 9	Insect powder duster
vuter apparatus, Carter's*315	Insects, can they count? Insects, underground, study of it insulators, granite Insurance, earthquake. Interrupter the Peals
boats, electric 186 yellow, researches, 101 liture, ('alifornia, 410 capacification of 12	Interrupter, the l'esla. 20 Invention, a woman's Invention, evolution of Inventions American
Caprification of 13	Inventions, American Inventions, Recently patented, 12, 28, 44, 60, 76, 52, 100, 124, 141, 156, 172, 188, 256, 269, 260, 260, 260, 260, 360, 412, 42, 100, 201, 201, 201, 201, 201, 201, 20
developing iso photo, transferring. 5 oor, removable. *20 oor, the Vanderbilt 22 scape, new. *224 scape, new. *234 scape, novel. *131 ghter, San Francisco. *124	Inventions, small, value of
in the United States 246	Island of sulphur
en killed by live wire 151	1
Commission, work of	Japanese, ability of 23 Japanese as electricians 10
roofine wood. 'Hee John Mind of ware of 179 John Mind of ware of 179 John Mind of 179 John	Jetty contract, Fads 5 Joints for water mains 5 Joints, petroleum, for pines 14 Journal, oil-retaining 9
orn, electric	Journal oll-retaining
try, government ald in 195 aldehyde s polson 227	K
ildehyde a potson 27 ildehyde as antiseptic. 247 n. toman, discoveries in 25 discoveries. Wyoming. 198 hunting in the Rockies. 30	Kachin developer. 38, 12 Kachin developer. 38, 12 Kangaroo, the boxing. 90 Karnak, temple, damage to. 37
orunt flagship. 183 sin, sodawater, statistics. 93 unting in England. 122 the largest. 18 aff. painting. 231	Kanba and h-ly carpet 8 Kachin developer 8 Kachin developer 8 Kangañoo, the boxiog 9 Karnak, t-mple, damage to. 9 Karnak, t-mple, damage to. 9 Kalar, Helen, at Badelife Col. 14 K-sing bug sorre. 8 Kisaing bug, the 8 Kisaing bug, the 9 Kite, cellular, Lecornu 760
aff, painting. 20 thybt device. 357 an extraordinary 47 perquet, putty for 48	1.
When distance Secretal Ways	As .

	Scientific
"我们的一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个	Lake Erie, rise of water in
	N
A SA	Machinery American, In Russia. 52 Macstorn, Stetine, Raphael's 53 Macstorn, the. Macstorn, the. Macstorn, the. Macstorn, the. Mail delivery wagou, borneless 15 Mail matter, weight of 14 Mail matter, weight of 16 Man, hentby, what constitutes 25 Man, white, in tropics 25 Man, white, in tropics 25 Man, benche 26 Massage for rheumatism 31 Masses mailer than toma 32 Matcher- hend. a novel 26 Massage for rheumatism 27 Man, benche 27 Man, bench 27 Man, benche 27 Man, benche 27 Man, benche 27 Man, benche 27 Ma
Ni	N
NEW STREET	ature study at Cornell 101 in a transport of the variance and between 102 in a vigation aerial. 250 avigation aerial 250 fter very needs of the 274 cry, new programme. 254 cry, new programme. 254 cry, rest programme. 254 cry, Futted States. 254 cry Fard, Bro-klyn 194 crees, transplantation of 4 curotone, the 250 avigation aerial 250 aviga
On Op	jective, Allegheny Observ. 147 gennic and Great Eastern. 1918 gennic, the. 1918 topus, a large. 1980 In cons, waste of . 154 In cons, waste of . 154 Installation, Succ Canal. 283 Rympa at Trieste 192 gelette, maxictan's 195 Is al mines of Mexico. 148 al mines of Mexico. 71 gamma 130 Ranges, crossing 130 Ranges, crossing 155 Ranges, crossing 155 Ranges, crossing 156 Ranges, crossing 156 Ranges, crossing 157 Ranges, crossing 158 Ranges, crossing 15

	8	
	Organ, barrel, ancient Organs, playing attach for Orsa, a Utopia. Orton, Edward. Orton, Edward. Osciliometer, the. Osciliometer, the. Outrice eggs, hatching Unr exports and the trade mark. Oysters, green.	88 Reliefs, p 28 Reports, c 291 Research, 71 Research, 72 Rheumati 11 Rich, how 18 Richardso 17 Rife Man Riffes, nev Roentgen Roller ben Roller ben Roller ben 20 Rollers St
	Palace of Theodorie. 19 Paper from peat 2 Paper mill for Japan 2 Paper, specks in, to avoid 19 Paper statistics 2	Rubber, e. Rubber fr. Rust on Hi Rusting, n
	Papyrotite. 1 Panyrus plant, the 1 Parcels post to Germany. 1 Parcels post to Germany. 1 Parts, Bosting of the Paris, Assing of the Paris, Ateamanip, loss Park, national, california. 3 Passengers, railway, 1888. Passion Play, the. Pasteboard for shingles. 8 Pasteburd for shingles. 8 Pasteburd for shingles. 8 Pastent million dollars for. Patagonia, exploration in 2 Patent, million, international Patent Union, international Patents, British, in 1898. Patents, Commiss, report of. 65 Patents. Commiss, report of. 65	Sash balan Saw, cross Sebool for School for Science an Bcience no 99, 119, 77 227, 247,
1	Tawnbroking	77 Secences, 27 Secences, 27 Secentific is Scorpions. Secretary is Servena, cc Serve mac Secretary is Secretary in Secreta
	Totographs, submarine 57 Thotographs, submarine 58 Thotography color, amateur. 53 Thotography of the stomach 75 Thotography of	Sicily, magi Sicily, magi Siderostate Signals, rail Silk artific Silkworms, Simplon tu Sirupi, sodi Siate, produ Sirupi, sodi Siate, produ Sirupi, sodi Siate, produ Sirupi, sodi Siate, produ Sirupi, sodi Siate, produ Sirupi, sodi Sinake danc Sonake danc Sonake danc Sonake danc
	letol, the Mauser Mans, mounting on liben. 259 Mant, lextile, new 185 Mant, etxtile, new 185 Mant, dwarf habit of 774 Mants, growing, pictures of 55 Marts, water, as land winners 283 Mantering of wne 129 Mater, pot on 189 Mater, photo, curved 399 Mate, photo, curved 399 Mate, photo, curved 390 Mow, automobile. 343 Mow, combination 280 Mow, gang a new 276	Soil parasit Soils, teatin Soile for bic Solution, de Sound, dire Sound reffe Spain sells of Spines, oria Spiritualism Sponges, ari Stange mech Statues, cha Steam englin
的 的 的 的 的 的 的 的 的 的 的 的 的 的 的 的 的 的 的	low, steam. low ing, electric. perm. potash. 37 joinon antidote, perm. potash. 38 joinon antidote, perm. potash. 37 joinon antidote, perm. potash. 38 joinon antidote, perm. potash. 38 joinon antidote, perm. potash. 38 joinon antidote, perm. potash. 48 joinon antidote, perm. 49 joinon, perm. 40 joinon, perm. 41 joinon, perm. 42 joinon, perm. 43 joinon, perm. 44 joinon, perm. 45 joinon, perm. 46 joinon, perm. 47 joinon, perm. 48 joinon, perm. 48 joinon, perm. 49 joinon, perm. 40 joinon, perm. 40 joinon, perm. 41 joinon, perm. 42 joinon, perm. 43 joinon, perm. 44 joinon, perm. 45 joinon, perm. 46 joinon, perm. 47 joinon, perm. 48 joinon, perm. 48 joinon, perm. 49 joinon, perm. 40 joinon, perm. 40 joinon, perm. 41 joinon, perm. 42 joinon, perm. 43 joinon, perm. 44 joinon, perm. 45 joinon, perm. 46 joinon, perm. 47 joinon, perm. 48 joinon, perm. 48 joinon, perm. 49 joinon, perm. 40 joinon, perm. 40 joinon, perm. 41 joinon, perm. 42 joinon, perm. 43 joinon, perm. 44 joinon, perm. 45 joinon, perm. 46 joinon, perm. 47 joinon, perm. 48 joinon, perm. 49 joinon, perm. 40 joinon, perm. 40 joinon, perm. 41 joinon, perm. 42 joinon, perm. 42 joinon, perm. 43 joinon, perm. 44 joinon, perm. 45 joinon, perm. 46 joinon, perm. 47 joinon, perm. 47 joinon, perm. 48 joinon, perm. 49 joinon, perm. 40 joinon, perm. 40 joinon, perm. 40 joinon, perm. 41 joinon, perm. 41 joinon, perm. 42 joinon, perm. 42 joinon, perm. 43 joinon, perm. 44 joinon, perm. 46 joinon, perm. 47 joinon, perm. 48 joinon, perm. 48 joinon, perm. 49 joinon, perm. 40 joinon, perm.	Steamanip O
	narry, verde antique	Tank, testing Tapestry wes
	R	Target practi Tarsia mater Tea caravan Tea growing
	fil exports. 105 iii, third, system, McEiroy- cirunow. 256 iilis, Bessemer. 467 cirinod collision, curious 499 difroad Euprates Valley. 210 diroad, bigh speed, engineers on. 283	Telegraph, A Telegraph po Telegraph, tr Telegraph, w
	Jirond selety appliances. Jirond system our mest list illinoad ties, metal and wood 134 dirond, Trans-Sibertan. "136 dironds, elevated, third rail. 18 dironds in Africa. 226 dironds in Africa. 236 dironds in Africa. 236 dironds in Africa. 236 dironds of 1808. carlons 241 dironds of 1808. carlons 246 dironds of 1808. carlons 256 dironds of 1808. carlons 256 dironds of 1808. carlons 256 dironds in Africa. 256 dironds 256 di	Telegraphy, 1 Telegraphy, 2 Telegraphy, 2 Telegraphy, 2 Telegraphy, 3 Telegraphy, 4 Telegraphy, 7 Telegraphy, 8 Telegraphy, 1 Te

8 Recipes an	nd notes	55 Tiles, paper
21 Refining a 15 Reindeer s	nd notes	Tiles, paper
Reliefs, pt Reports, co	onsular, British 2	66 Tire bell, new
1 Reservoir,	removal of a	52 Tischendorf and Sinaitic MS 622
Rich, how	to become	156 Tire bell, new
Rifles, new	nlicher, power 3	71 Tobacco plant experiments 294 45 Tobacco, use of in S. America 184
Roentgen Roller ben	ray delusion*3 ring, Grant*1	100 Topaco, user of the S. America. 27 Tool users, mimal
Roller bear	mposition, moid	13 Torpedo boat destroyers*312 52 Torpedo boat Holland154, 263
Romer Sho	rpansion of	Torpedo boat Viper
Rust on lin	pansion of	PA A PRICE ROLL OF THE PARTY
is a second of	Tecciones consessions in	Trade, foreign, inst year 98 Trade mark decision 226
17	8	
8 Saccharine	E prohibition of ii intaka, railway 1 boats *2 vortex in *3 recession 3 River, centrol of *2 s Island *2 voe new *2	20 Trade, our, in China
Sails and l Sails, wind	vortex in*3	65 Trade with Porto Rico
Salt Lake.	recession 3	Tranmen, instruction of
6 Sash balan	ce, new	Transt. rapid. 178 Trans-Siberian railread. 138 Trans-Siberian railread. 138 Travelers, money spent by 194 Tree dwelling, California 106
8 School for	ce, new	Travelers, money spent by 194 11 Tree dwelling, California*106
8 Science an 9 Science no	consuls. motormen	4 Tribute, a
8 99, 119, 1 227, 217,	263, 282, 296 , 311, 326, 359.	4 Tribute, a
1 Science, wo	omen in 30 intional Academy S	
Scientific t	erms, use of	Trolley disaster, Stratford 130
Screens, co	lored photographic	Trolley, underground, electric 162
Screw mach	nine. automatic % ads. standardization 18	
Searchlight	ts, fire department 30 bution, free	7 Tuberculosis congress
Shamrock a	ts, fire department 30 bution, free	Tuberculouis congress 52 Tuberculouis congress 52 Tunnel congress 53 Tunnel East River 10 Tunnel Gibrailar Straita 463 Tunnel Gibrailar Straita 463 Tunnel new, at Calcutta 197 Tunnel Schemes, questionable 18 Tunnel Schemes, questionable 18 Tunnel Schemes, questionable 18 Tunnel Schemes, questionable 18 Tunnel Schemes 18 Tunnels Schemes 18 Tunnels ventilation of 10 Tunnels ventilation of 10 Tunnels ventilation 20 Turinels ventilation 38 Turinels ventilation 38 Turinels ventilation 38 Turinels ventilation 38 Turrets, double-deck 28 Turinels Parasilian 21 Twins Brasilian 21
Shamrock.	nd her chances 178 the, disabled *20	Tunnel Schemes, questionable 18
Shavings, b	nied	Tunnel, Simplen, advance of 282 5 Tunnel under Bosphorus 359
Siam, Amer	and her chances 17 the disabled 20 miled 3 miled 3 m. growth in speed 3 m. Japan 10 m. growth survey colony 10 m. growth survey	Tunnels, ventilation of
Siberia no l	onger penal colony Ill	Turbine, Parsons 329
Siderostat o	f Paris Exposition*	Turret, superimposed 339 Turrets, double-deck 240
Signals, rail Silk, artifici	way*872	Turrets, double-deck 291 Twins, Brazilian 215
Silkworms,	experiments with 32	
Strups, soda Sate, predu	water, inspection 7	University of Calif., plans of 231
Sheep proble Smoke in tu	a water Inspection. 7i setion of the more sem, the sem the sem takes seaf Mokis 167	
Snake dance	e of Mokis	We refund for to James 200
Soda water	statistics 90	Valve, safety, new *503
Soils, testing	g of 198	Vanilla poisening 327 Varnish for a uminium 447
Solder for b	rele shoes	Varnish, oil copal Vaults, bank, armor plates for 5
Solution, de	polarizing, new 139 ction, locating 331	Vehicle, electric, Riker *244 Vehicle tire, improved *197
Sina p solla c	Philogra	vender trie mproved. 'Fly verde antique quarry '885 Vermiform appebdix, bore in 42 Vessel, coast survey, new 197 Vesuvius, a New Zealand. '75 Victoria, acetylene aa '313 Viper, tornedo boat 389 Vision, limit of at sea 110
Spiritualism	and releases A	Vessel, Gust Furvey, Bew
Stage mecha	ificial 346 mism. modern* 282 nge of scale. *805	Viper, torpedo boat
Steam engin Steam pipe	es, early 372 covering, test 90	Volta, Alessandro *57 Volta centenary 75
Steamer, ice	es, early 372 covering, test 90 usebland 111 breaking 199	Volta's visit to Paris 419
Steamahip O	-breaking 199 nes, Germad. 288 cosanic. 194 aris, loss of 24 aris, loss of 24 peed ncreased. 31 can, for a paiace 29 ning, cracks in 171 for bullers. 146 t satisfactory 292 our, success. 270 ning machine. 48 tirpation of 28	w
Steamship St	peed ncreased, 51	Wagon, delivery, mail
Steel, barder	ning, eracks in 170 for butters 146	Wagon tongue support 84 Wagons, borse and electric 58
Steel trade,	t satisfactory 282 our, success 270	Wage ns. borse and electric. 56 Wagons, rail, automobile. 54 Wall. China, removal of. 71 Wall, Chinese, destruction. 356
Stocking dar Stomach, ex	tirpation of 22	Wall, Chinese, destruction
Stone, pavin	ring machine	Walls, dampness of 106 Walte, dieposal, in Paris 132 Watch, Waltham, trade mark 131 Water, bine color of 277 Water color of 148
Stonehenge,	purpose of 359	Water, blue color of
Street, aspha Strontium su	alt, longest 123 alphides, phosphor 6	Water drinking, cooling
St. Lawrence Submarine v	e canals, the 263 esset La France *88 n industrial plant *80	Water, sea, for sprinkling 90 Water, sods, to relieve hunger 243
Subway. Phil	adelphia	Water spout, breaking of a 6
Sugar produc	rtion, German 309	Weather Bureau, report 403
Sun, total eci Sunlight, blu	ipse of	Weed burners on railroads 203 Weeping, reason of 214
Sunshire rec Surplusage, 7	essel la France *** n industrial plant ** ladelpha ** 75 pladelpha ** 76 pladelpha ** 78 pladelpha **	Weight, pound, Gorman vs. American 138 Weight, variations in. 304 Weights and measures, Bussian 238 Weilman, Mr. return of 148 Wellwan, Mr. return of 48
Switch-locking	ing device 305	Weights and measures, Russian, 213
	T	Wellman, Mr. return of. 488 Welshach decision 468 Whales, finback, bunting 89 Wheat barvest in Eur.pe 99 Wheel, traction, improved 4331 Wheelbarrow, Gries 139 Wind, velocity of the 162 Wind vortex in sails 927 Wine, plastering of 389 Wisconsin, engines of 889 Wisconsin, engines of 889 Wisconsin, engines of 989 Women in science 204 Women in science 204 Women in science 204 Wood, fireproofing 124 Wood Bour in dynamite 148 Wood man proposition 148 Wood seasoning, electric 182 Wood, removal, electric 122 Wood, removal, electric 122 Worl, removal, electric 132 Wreaths, laurel 384
Tank, testing	experiments 242	Wheat barvest in Europe 99 Wheel traction improved
Tupestry wea	ving in America 384	Wheelbarrow, Grics'
Tarsia materi Tea caravan.	Russ an. 181	Wind vortex in sails
Telegran, car	d, a proposed 154	Wish father to thought
Telegraph pol	ce, expense of 27 isl 2	Women inventors
Telegraph, w	ireless, Marconi.	Wood flour in dynamite 148 Wood pulp for poultices 325
Telegraphy, &	farroni, naval tests	Woods rare, of Pulippines 23
Telegraphy. I	Pollak-Virag 322	Wool, removal, electric 122 Wreaths, laurel 804 Writing, scientific, accuracy 130
Telegraphy, w	reless, at races 279	Wyoming exploring party 75
Telegraphy.	rireless, Hawaii 407	x
Telegraphy, w	Pollak-Virag	Xiphopages
Telemeter, ele Telephone tra	actric, an 215 insmitter, new 275	
		Yasht Amarias the
Telescope, ph	otographic, long 259	Yacht America, the
Temple of El	Karnak 263	Yacht racing and hysteria
Thawing devi	ce and drill*100 ent Gard., lighting, 211	Yuchting on the Great Lakes *296
Thermodynan Tickets, trans	fer, new	Z
Ties, metal an Ties, steel, ex	f the world. 42 ng distance. 215 otographic, long. 229 e great. 758 Karnak 265 new 185 ce and drill. 185 ce and drill. 180 nut Gard. lighting. 21 der. newas. 21 der. newas. 21 der. periments with. 282	Zoological Park, New York 323

629,37

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Window frame, A. N. Mellean, A. Bagiey.
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Window operating mechanism, J. P. Yawn.
Window operating mechanism for, C.
Window operating mechanism for, C.
M. Lamb.
Wire fabric machines, feed mechanism for, C.
M. Lamb.
Wire stretcher, M. E. Davis.
Work box, E. Renton.
Wrench, F. C. Jaeger.
Wrench, M. Williams
Zine from refractory sine hearing ores, recovering, J. Jones. 639,601

DESIGNS.

DESIGNS.

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A Sauer.

Klondite Koff Kure." for a medicine. A. S. Lewis 1,238
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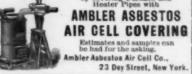
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